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American Railroad Journal.

New York, Saturday, April 21, 1866.

An Important Question.

At the present moment a large commercial question remains in an unsettled condition; we refer to that of our trade with the British North American Provinces, which by the abrogation of the Reciprocity Treaty of 1854 is again at loose ends. As incidental to it is the renewing of the right to the fisheries, so long and so often a disturbing question between England and the United States, and one which has on several occasions nearly occasioned war between the two countries. In this subject we feel a deep interest, and out of it is to grow real difficulties if they are not met at once by a proper disposition of them. Whether there is statesmanship enough at Washington to meet, grasp and overcome them, remains to be seen. There has been, and is yet, a simple and straightforward method to settle this question; and it has been brought to the notice of certain members of Congress in a proper manner for their consideration. It is to pass a short act of a reciprocal character which will be readily acceptable to the maritime provinces. No one can look at the map without perceiving that the natural position of these provinces, is more favorable to trade and intercourse with the United States than with Canada, Nova Scotia, New Foundland, New Bruns-

wick and Prince Edwards' Island are in fact nearer us in all material relations, are easier reached, and always more accessible. On the other hand a Canadian connection presents to these provinces many real difficulties, in distance, navigation, and climate, without a compensating advantage to any considerable extent. It is very evident the people of these provinces are far from being prepared to enter into any close political alliance with the western provinces, since it secures no particular benefits that are at present unenjoyed. On the contrary, it is well known that leaving out of question the loyal feeling towards the Mother Country, which undoubtedly exists, the provincials of the maritime provinces look on New York and Boston as next in their regard to Liverpool and London, and would almost accept them as their commercial capitals. It is therefore as yet a matter of doubt whether the plan of the Confederation as proposed in Quebec is likely to be adopted, and it is very doubtful whether it is to be regarded with favor by the United States. Confederation in one sense at least, will be the consolidation of a great power on our borders under the influence and government of a distant and jealous power, with which it seems to be our misfortune to have constantly recurring misunderstandings, and with whom we have always difficulty in preserving amicable relations. We have had several serious escapes from war arising out of the claims to boundary lines merely, which on land as on water have been drawn with a tight hand, and very unwillingly relaxed. If our commercial relations with these provinces can be retained by simple and straight forward legislation, it would seem very proper at once to make the attempt. Our trade with these maritime provinces is a lucrative and flourishing one both in its character and results. It furnishes money, employment and many articles of real necessity. The gas in the principal cities of the United States is manufactured out of Nova Scotia Coal, worked by American capital and American companies. The gypsum used in such large quantities to fertilize our Eastern soil comes from the same quarter. Lumber in large and important quantities is an export through the New Brunswick rivers, and is become a staple no longer to be overlooked. On the other hand, we furnish those provinces with many manufactures,

flour, coarse grains, furniture, books, hardware, and, to a corresponding extent, and with a profit well understood by the merchants of Boston and Portland, and which they know counts up to many millions of dollars per annum. Now by an act of Congress of very simple phraseology we could reciprocate with these provinces at once so that they would give the fisheries to our occupation as at present and at once settle that question, the really dangerous one of the hour.

We already perceive that vessels of war have been ordered to the fishing stations by the British Government, and a similar movement is announced on the part of our own. This means nothing more nor less than possible collision and war. It is useless to shut our eyes to the true danger before us.

It is there, and may be seen. And yet it may be averted by a very simple process. We understand that a prominent member of Congress, has for some time past had his attention directed to the subject, and indeed has been nearly ready to take the initiative in settling the question in the way suggested. We trust that he will not let the opportunity pass, for accomplishing so worthy a purpose. It would be an act of statesmanship which would redound to his credit, and the interest of the country, relieving the public mind of a large part of the apprehension which now rests upon it.

No matter what estimate either nation may place on the value of the fisheries themselves, or how well disposed the government might be on the main subject, it is in the personal outbreaks and violence of individuals we must look for the disturbances. Small at first, they soon grow large, and involve actual conflicts.

Now, it is the easiest thing in the world to arrange about these fisheries, by adjusting a list of articles at very moderate duties, of reciprocal character, and the maritime provinces would at once pass the necessary acts on their part, in consideration thereof. This would make the plan of confederation more unpopular than it even is, and probably render its consummation impracticable, although so distinctly seen to be an Imperial policy.

This trade with the maritime provinces naturally belongs to our convenient coasts, and it is more

advantageous to both parties than it possibly can be to those more distant, with less affinities for business. We may therefore get rid of this dangerous question, the fisheries, by an early movement in the direction and with the object indicated.

Pewabic Mining Company.

The annual report shows the product of Ingot Copper for the year 1865, was 1,731,418 pounds, exceeding that of the previous year by 301,561 pounds, and the average percentage was 72.5, being 4.18 per cent. less, owing to the larger amount of mass and barrel work. The profits on the past year's operations amount to \$43,336 85, and the surplus assets to \$78,992 98, being nearly equal to the actual assets of last year after deducting the loss on sales of copper below the estimated value, and expending \$32,573 50 in real estate and permanent improvements, and \$16,364 91 on conglomerate vein. The condition of the mine proper can be best judged from the product of the last six months. The average has been 120 tons mineral copper per month. Thus the reduction in profits arises from the high cost of labor and supplies from the summer of 1864 to 1865, when it had been possible it would have been more profitable to have stopped the work in all the mines of Lake Superior. The Directors close the report with expressing confidence that the mine will produce more copper than last year at a very material reduction in cost. The surface expenses will be light in comparison with the past, and the barren work on the conglomerate vein which has heretofore added so much to mining expense, will soon cease and become productive. The increase in size and richness of the Pewabic lode is another encouraging feature, as depth is attained—the quantity of copper obtained this year from a fathom of rock being 614½ pounds, against 522 pounds the year previous, and 430 pounds for the year 1863.

South Carolina Railroad.

The annual meeting of the stockholders of this company was held in Charleston, on the 13th of February last, at which the Annual Report of the President and Directors, together with the Report of the General Superintendent, and the statements of the Auditor were presented. From this we learn that the income of the company from Jan. 1, to June 19, 1865, in Confederate Currency, was:

From passage.....	\$343,185 88
" freight.....	839,829 62
" mails, etc.....	4,209 61
	<u>\$1,187,225 11</u>
Current expenses.....	\$549,107 63
Sterling interest.....	50,000 00
Exp'ses paying coupons	1,694 17
Domestic interest.....	27,631 11
Damages.....	14,007 21
Tax on currency.....	18,200 00
	<u>660,640 12</u>
Net income transferred to surplus income.....	\$526,584 99
From the 19th of June to the 31st of December, 1865, the income in Federal Currency, was:	
From passage.....	\$122,373 58
" freight.....	288,766 46
" incidental.....	2,617 15
	<u>\$413,757 19</u>
Current expenses.....	\$134,595 50
Sterling interest.....	50,000 00
Domestic interest.....	27,619 28
Damages.....	4,557 41
	<u>216,772 19</u>
Net income.....	<u>\$196,985 00</u>

The results of the operations of the road for the whole year is as follows:

Current expenses.....	\$683,703 13
Sterling interest.....	101,694 17
Domestic interest.....	55,250 39
Damages, etc.....	36,764 62
Restoration of property.....	335,781 18
Lands: Right of way.....	175 00
Cars built at company's shops.....	6,800 00
Materials, etc., to arrive	\$92,396 15
Less materials recover'd	28,915 19
	<u>63,480 96</u>
Loss of assets.....	\$3,612,945 57
Less sundry items carried to surplus income.....	339,962 05
	<u>3,272,983 52</u>

Total income as above.....	\$4,556,632 97
	<u>1,600,982 30</u>

Increase in balance of indebtedness from \$315,580'57 to \$3,271,031 24. \$2,955,650 67

LOSS OF PROPERTY IN 1865.

Depots, machine shops, tools, etc.....	\$126,749 65
Estimated cost of restoring 79 miles of road, bridges, etc., and of collecting and recovering materials.....	541,361 00
111 negroes emancipated.....	190,972 85
Cars and locomotives.....	410,031 14
Materials and machinery.....	360,000 00

Total loss of property.....	\$1,629,114 64
Reduced by balance to credit of surplus income account, after providing for loss of assets.....	313,095 80

Balance of loss of property as given in property and debt account.... \$1,316,018 84

SURPLUS INCOME ACCOUNT.

Balance, December 31, 1864.....	\$3,059,494 33
Net income from Jan. 1, to June 19, 1865, transferred.....	526,584 99
Results of the transfers of the following accounts representing transactions in Confederate Currency:	
Arrears of dividend.....	\$369,827 75
Transient creditors.....	36,398 38
Pay rolls.....	7,978 07
	<u>\$414,204 20</u>
Less transient debtors.....	74,242 15
	<u>339,962 05</u>

	<u>\$3,926,041 37</u>
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Loss of securities of C. S. A.....	\$735,260 74
P. O. Department.....	61,570 87
Transportation account.....	2,668,755 26
Open accounts.....	33,493 32
Agents' balances.....	52,052 47
Transient credits.....	\$327,988 41
Less transient debts.....	266,175 50
	<u>61,812 91</u>
Loss of property in part.....	<u>313,095 80</u>

	<u>\$3,926,041 37</u>
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The business operations of the year are necessarily divided into two periods; the first commencing on the 1st of January, and closing in regular order at all points about the middle of February, during which time the Federal forces under Gen. Sherman passed through the State; the second commencing on the 19th of June, at which date military control was withdrawn, and the company authorized to resume possession of its property. During the interim from the middle of February to the 19th of June, no revenue was derived from the working of any portion of the road, except upon the upper end of the Augusta Branch; that portion lying between the 116th Mile and Augusta, Ga., having escaped injury. From the 116th to the 67th mile, a distance of 49 miles, the entire

track, the bridge across the Edisto River, culverts, depots, etc., were completely destroyed in February. On the Columbia Division in the same month from the 78th to the 92d mile, nearly everything shared the same fate. Thence to the Congaree River, 10 miles, about 2 miles of wood-work, 600 feet of trestling and a small portion of the rail, the depots and tanks were destroyed. From the southern bank of the river to Kingville, the bridge (470 feet in length,) and about 100 feet of trestling were burnt. At Kingville the hotel depots, agent's house, and about 3,000 feet of track were destroyed. Thence to 115th mile, the depot at Gadsden, tank, 8 or 10 cars, and about 300 feet of track were destroyed. From that point to Columbia everything was swept, including all the buildings in and near the city, excepting depot and agents' house at Hopkins', and the carpenters' house 2 miles below. On the Camden Division from Kingville to the west bank of the Wateree, no injury was inflicted except the burning of Clarkson's depot, the bridge over the Wateree, and about 300 feet of trestling. Upon the occupation of Camden, all the buildings, a few freight cars and about 150 feet of track. On the Charleston Division but slight injury was sustained. This portion of the road, together with that above Branchville towards Orangeburg was taken possession of shortly after the surrender of the city, and worked by the military authorities until the 19th of June, when the entire road was surrendered to the company.

On the 19th of April, about 13 locomotives and 147 cars which were at the time on the Camden Division north of the Wateree, were destroyed by the military expedition under Gen. Potter. His forces also destroyed 720 feet of the Wateree trestling, all the buildings at Middleton, Claremont and Boykins', and all the short trestling between the first point and Raftons Creek, also the materials prepared for the construction of a temporary bridge over the Wateree. Ten or twelve freight cars were also burnt near the Charlotte depot; and a number of freight cars and locomotives which were left in Columbia upon the evacuation of that place and at the Charlotte Junction, were either destroyed or materially injured.

Immediately upon being reinstated, the officers proceeded to contract for materials, and collect all the available labor within their reach for the reconstruction of the Columbia Division. Similar efforts were also made on the Augusta Division. Work was commenced on the former at the 79th mile on the 3d of July. On the 11th of October, Lewisville was reached. On the 14th the road was operated to Hopkins', and on the 16th of January, 1866, the City of Columbia was regained. On the Augusta Division work was commenced at the Edisto on the 15th October. Trains were run to Midway on the 5th, and Hamburg on the 13th of December, to Blackwell about the 1st of February, and to Augusta April 5, 1866.

Of the 14 miles on the south side of the Congaree, 5 miles were laid with new rail, 5 miles from sidelings below Branchville, and 4 miles with straightened rail. The 15 miles next Columbia were re-ironed with rails removed from the Camden Branch. None but new rails have been laid on the Augusta Division, and if possible the same course is to be observed to completion. 4,325 tons of rails had been contracted for, sufficient to

cover 43 miles, of which 2,258 tons had been received, and 2,008 tons laid, viz: 400 tons on the Columbia, and 1,608 on the Augusta Divisions, requiring 4,086 tons for the following purposes: 950 tons to complete Augusta Division and replace defective rails on the same, 1,936 tons to replace defective rails on the Columbia and Charleston Divisions, and 1,200 tons to restore the connection with Camden.

The equipment of the road on the 19th of June, consisted of 4 locomotives, 5 passenger and baggage, and 36 freight cars. 7 locomotives and 38 cars were hired from time to time of the Charleston and Savannah Railroad Co. On the opening of the line to Adam's Cut on the 12th of October, 3 locomotives, 3 passenger, and 29 freight cars were added to the stock. Upon the opening of other portions of the road additional equipment was regained. Of the 44 locomotives now in possession of the company, 5 are in service above Charleston, 1 shifting in yard, 1 in road service, 2 running between Johnston and Augusta, 11 on Charlotte road, 19 awaiting and 5 undergoing repairs.

The company have also 15 1st class, 13 2d class, 28 box, 1 stock, and 25 platform cars. These are apportioned to the several divisions of the road.

The above details of the destruction and restoration of property is from the Report of the Superintendent. The statements concerning the financial condition of the company are from the Report of the Auditor. At the date of the Report of the President, February 7, 1866, the entire length of the Columbia road and the Hamburg Division, as far as Graham's 81 miles from Charleston were in operation. From so much of the roadway, and with limited transportation means, the gross earnings were \$413,737 19, and the operating expenses, \$216,772 19—leaving for general expenditures, \$196,965. With the funds obtained in this mode, and from sources more recently developed, the board have supplied the means of meeting expenditures; have provided rails for the entire portion destroyed; and hope to find no difficulty in obtaining from the same sources all that may be necessary in restoring the whole property to its original condition.

By reference to the annexed "Property and Debt Account," it will be seen that a very large portion of the debt has reached maturity, and must be provided for, viz: \$2,000,000 Foreign and \$234,000 Domestic Debt; and to these principal sums must be added large arrears of interest, say on the former \$362,166 97, and on the latter \$133,632 50.

In anticipation of the maturity of the Foreign Debt, application was made to the Legislature of the State for a renewal of the State's guarantee upon the new bonds they designed to recommend to the stockholders to offer to the bondholders in substitution of those past due and the accrued interest. An act was accordingly passed authorizing the endorsement of the State's guarantee. The agents in England of the Foreign bondholders have been notified of the passage of the act, and of the company's view of the best mode of arranging the debt. The plan at present contemplated is as follows:

1. To substitute new bonds for the old, due at the same time and same rate of interest, that is to

say at twenty years, and at the rate of five per cent. per annum.

2. To fund the accrued interest to Jan. 1, 1866, at same time and rate of interest as the principal of the debt.

3. To provide, by regular semi-annual payments, out of earnings, for the retirement of the entire sum at maturity.

The Domestic Debt, in the matter both of principal and accrued interest, the board propose to meet precisely as they expect to do with the Foreign. The arrangements, however, of the Domestic, will necessarily wait upon the conclusions of negotiations abroad.

PROPERTY AND DEBT ACCOUNTS, Dec. 31, 1865.

Capital stock, Dec. 31, 1860, 38,803 shares	\$3,879,475 00
38,796 new shares at \$50	1,939,800 00
	<hr/> \$5,819,275 00
Bonds payable (\$3,071,000) viz:	
Sterling: payable January, 1866	2,000,000 00
Domestic: past due	\$234,000
" payable Jan., '68 101,000	
" " Oct., '68 86,000	
" " Apr'l, '69 100,000	
" " " '70 100,000	
" " " '71 100,000	
" " " '72 100,000	
" " Jan., '73 125,000	
" " " '74 125,000	
	<hr/> 1,071,000 00

Bills payable	44,822 30
Change notes	1,971 00
Coupons—sterling	\$362,166 97
domestic	133,632 50
	<hr/> 495,799 47

Pay rolls	1,899 70
Transient creditors	167,484 95
Net income June 19, to Dec. 31, 1865	196,985 00
	<hr/> \$9,798,557 42

Cost of road, depots, etc., Dec. 31, '64	\$7,118,499 56
Deduct estimated cost of property destroyed in 1865	668,110 65
	<hr/> \$6,450,388 91

Real estate	428,879 43
Locomotives and cars	466,408 68
Machinery and tools	197,418 10
Supply of materials, etc.	71,307 90
Materials, etc., to arrive	21,088 25
Restoration of property	385,781 18
Bills receivable	\$2,598 43
Bonds receivable	25,642 50
Cash	104,393 72
Agents	12,530 28
	<hr/> 145,164 91

Stocks—steamship companies	17,527 50
" railroad companies	261,535 00
Open accounts	20,344 35
Transient debtors	66,694 42
Loss of property	\$1,629,114 64
" assets	3,612,945 57
	<hr/> \$5,242,060 21

Less bal. of surplus income and net income from Jan. 1, to June 19, 1865	3,926,041 37
	<hr/> 1,316,018 84
	<hr/> \$9,798,557 42

President.—W. J. MAGRATH.

Directors.—James Rose, Alfred Huger, C. M. Furman, W. C. Dukes, John Caldwell, T. B. Clarkson, Henry Gourdin, G. A. Trenholm, W. J. Magrath, J. S. Preston, L. J. Patterson, B. H. Rice, C. T. Mitchell, A. Simonds, F. J. Moses.

General Superintendent.—H. T. PEAKE.

Auditor.—J. R. EMERY.

Quincy Mining Company.

The annual report shows that the product of the mine for 1865 was 2,721,880 lbs., or 1,361 tons of mineral of this product and the balance left over at the close of each year, 2,612,035 lbs., have been melted leaving 81.36 per cent. on 2,125,150 lbs. of ingot copper. The balance was wrecked on Lake Huron, and not being insured for its full value resulted in a loss to the company of about \$20,000. The value of the product, estimating the copper on hand and at the mine at 86 and 80 cents, gives gross earnings, \$703,077 87; expenses, \$684,571 94; profits of the year, \$18,505 93. The expenses were increased by the erection of sundry buildings amounting to \$22,931 83, and for exploring account \$35,434 65. The Directors state that the accounts do not make up as well as the previous report for 1864 would have led the stockholders to expect, as they then overestimated the value of copper on hand; a portion did not come forward until the opening of navigation, when from the cessation of the war the price of copper had reached its lowest point. The amount actually realized was \$44,030 20 less than their estimates, and reduced the assets from \$351,629 89 to \$307,597 69. Of this sum a dividend of \$8 per share, or \$160,000 was paid in February, 1865.

The assets now on hand, including stock in the Portage River Improvement Company, show a surplus in excess of all liabilities of over \$187,000. There is also on hand a special reserve fund of \$50,000—for the purpose of providing against loss by fire of stamp mill and other buildings.

From an analysis of the items in the statement of liabilities and assets, the Directors say it will readily appear that the surplus is all actively employed in the business of the company, and is not available for the payment of dividends, but that the mine, with all its appointments, is in excellent condition and gives promise of a large and continued production of copper. Every effort is now being made to reduce expenditures to the lowest point consistent with thorough efficiency, and needs only a fair market price in proportion to its cost to be again a highly remunerative property.

Tapping the Lehigh.

We learn that the Philadelphia and Reading Railroad Company have despatched a corps of engineers to survey a route for a branch Railroad from a point near Barnesville, this County, via Wetherley, to connect with Pardee's Railroad in the Lehigh region, near Hazleton, for the purpose of delivering a portion of the trade via the Valley of the Schuylkill. We understand the route is favorable. This of course, is in opposition to the extension of the Lehigh and Mahanoy road through Schuylkill County to Mt. Carmel.

The Reading Railroad Company is also making a road into the Shamokin region in the vicinity of the Shamokin Valley and Pottsville Railroad, now controlled by the Pennsylvania Railroad.—Pottsville Miners' Journal.

A meeting of the stockholders of the Indianapolis and Madison Railroad Company will be held at the office of the company, at Madison, Indiana, on the 25th day of April, to consider and determine upon a proposition to intersect, join and unite their railroad with the Jeffersonville Railroad, and to merge and consolidate the stock of said companies, making one Joint Stock Company of the said railroad companies.

The Manassas Gap railroad company are taking steps to put the road under way as soon as possible.

The friends of the Kent County Railroad held a meeting at Chestertown, Md., on the 18th inst. for the purpose of effecting an organization.

Allegheny Valley Railroad.

The extraordinary development of the oil region has done more for the completion of this work than any other influence in Western Pennsylvania. The terminus, so long at Kittanning, is now at Pine Creek, six miles further North, and when the bridge across that stream shall have been finished the road will be open to the mouth of Mahoning creek, a distance of fifty-five miles from Pittsburgh. From Mahoning to Oil City, seventy-five miles, the road is being pushed forward rapidly, thirty-miles being now under contract, with some work done, and contracts will soon be made for the remainder. This line traverses a region rich in mineral resources. The valley of the Allegheny has long been famous for its iron and coal, as it is now for its petroleum, and the road when finished cannot fail to do at once a large and remunerative business. As an adjunct to the trade of Pittsburgh it will be invaluable. It is likely to become one of the leading routes of the oil trade, as Pittsburgh is the emporium for the distribution of oil throughout the west. It will give an immediate impetus to the development of the oil regions, as well as the coal fields in the region adjacent to its route. It will also connect with the new route of the Atlantic and Great Western Railway eastward, and thus form an avenue of communication between Pittsburgh and the places lying along that line.—*Phila. North American.*

The Commissioners of the Wicomico and Pocomoke Railroad Company give notice that the sum required in order to organize the company has been subscribed, and that a meeting of the stockholders will be held at Berlin, Worcester county, Md., on the 25th instant, for the purpose of electing twelve directors of said company.

The Welland Canal was opened for Navigation on the 17th inst.

Railroads of the State of New York.

Abstract of the Reports of the Railroad Corporations for the year ending September 30, 1865.—Prepared by ROBERT H. SHEARMAN, Esq., Deputy State Engineer and Surveyor.

STOCK AND DEBTS.**Roads operated by Steam:**

Capital stock by Charter and acts of the Legislature.....	\$84,816,200 00
Capital stock subscribed for.....	96,436,661 61
Capital stock paid in.....	96,040,137 24
Funded debt.....	68,304,975 81
Floating debt.....	5,860,334 41
Total funded and floating debt....	74,165,610 22

Roads operated by Horse Power:

Capital stock by Charter and acts of the Legislature.....	\$18,731,000 00
Capital stock subscribed for.....	13,658,850 00
Funded debt.....	5,974,604 93
Floating debt.....	576,845 49
Total funded and floating debt....	6,551,450 42

COST OF CONSTRUCTION AND EQUIPMENT.

Graduation and masonry.....	\$41,828,097 86
Bridges.....	2,326,997 36
Superstructure, including iron....	22,940,735 65
Passenger and freight stations, buildings and fixtures.....	4,375,602 27
Engine and car houses, machine shops, machinery and fixtures..	1,972,013 38
Land, land damages and fences...	12,667,173 37
Locomotives and fixtures and snow plows.....	6,305,509 72
Passenger and baggage cars.....	2,852,815 83
Freight and other cars.....	5,358,684 94
Engineering and agencies, &c.....	8,462,812 44

Total cost of construction and equipment of roads using steam power.....	\$156,363,203 32
Total cost of construction and equipment of roads using horse power.....	\$19,591,184 98

CHARACTERISTICS.**Roads operated with Steam:**

Length of roads in miles.....	3,089 84
Length of roads laid.....	2,615 15
Length of double track, including sidings.....	1,163 84
Length of branches laid.....	497 83
Length of double track on same..	21 43
Length of equivalent single track.	4,298 25
Number of engine houses & shops	166
Number of engines.....	962
Number of first class passenger cars	820
Number of second class cars.....	181
Number of baggage, mail and express cars.....	292
Number of freight cars.....	15,284

Roads operated with Horse Power:

Length of roads in miles.....	256 05
Length of roads laid.....	166 24
Length of double track, including sidings.....	123 64
Length of branches laid.....	3.16
Length of double track on same..	.25
Number of houses and shops.....	22
Number of cars.....	959

BUSINESS OF THE YEAR.**ROADS OPERATED WITH STEAM.****Passenger Business:**

Miles run by passenger trains....	7,978,889
Passengers, all classes, carried in cars.....	16,215,427
Miles traveled by passengers, or number of passengers carried one mile.....	731,922,250

Average rate of speed of ordinary passenger trains, including stops.	20.57
Average rate of same when in motion.....	25.43

Average rate of speed of express passenger trains, including stops.	26.25
Average rate of same when in motion.....	30.44

Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	84.77
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Freight Transportation:

Miles run by freight trains.....	11,482,788
Number of tons carried in freight trains.....	7,388,852
Total movement of freight, or number of tons carried one mile....	866,647,450

Average rate of speed of freight trains, including stops.....	11.52
Average rate of same when in motion.....	14.86

Average weight, in tons, of freight trains, exclusive of freight.....	151.10
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Classification of Freight:

Products of the forest.....	527,299
Products of animals.....	1,345,961
Vegetable food.....	1,220,500
Other agricultural products.....	392,037
Manufactures.....	732,661
Merchandise.....	1,146,286
Other articles.....	2,024,708

ROADS OPERATED WITH HORSE POWER.

Number of miles run by passenger cars.....	18,419,989
Number of passengers, all classes, carried in cars.....	107,349,507

COST OF MAINTENANCE OF ROAD.**Allotted to Passenger Transportation:**

Repairs of road bed and way, exclusive of iron.....	\$2,156,777 82
Cost of iron for repairs.....	1,576,514 74
Repairs of buildings.....	441,181 26
Repairs of fences and gates.....	56,644 21
Taxes on real estate.....	627,112 74

Total cost of maintenance of road.....	\$4,858,230 77
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Allotted to Freight Transportation:

Repairs of road bed and way, exclusive of iron.....	\$3,097,875 21
Cost of iron for repairs.....	2,345,003 22
Repairs of buildings.....	821,534 19
Repairs of fences and gates.....	87,733 09
Taxes on real estate.....	856,097 14

Total cost of maintenance of road.....	\$7,209,052 85
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Allotted to passenger transportation	\$4,858,230 77
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Allotted to freight transportation..	7,209,052 85
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Other costs not allotted.....	807,560 55
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Total cost of maintenance of road-way.....	\$12,874,844 17
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Roads operated with horse power.	\$282,351 41
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COST OF REPAIRS OF MACHINERY.**Allotted to Passenger Transportation:**

Repairs of engines.....	\$1,318,080 86
Repairs of cars.....	1,309,390 81
Repairs of tools, &c.....	165,103 97
Incidental expenses, oil, fuel, &c..	117,359 64

Total cost of repairs of machinery ..	\$2,909,935 28
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Allotted to Freight Transportation:

Repairs of engines.....	\$1,914,157 74
Repairs of cars.....	2,134,870 85
Repairs of tools, &c.....	259,522 93
Incidental expenses, oil, fuel, &c..	178,947 68

Total cost of repairs of machinery ..	\$4,487,499 20
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Allotted to passenger transportation	\$2,909,935 28
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Allotted to freight transportation..	4,487,499 20
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Other costs not allotted.....	549,116 46
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Total cost repairs of machinery ..	\$7,946,550 94
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Roads operated with horse power.	\$116,943 25
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COST OF OPERATING THE ROADS.**Allotted to Passenger Transportation:**

Office expenses, stationery, &c....	\$159,749 64
Agents and clerks.....	512,740 70
Labor, loading and unloading freight	54,228 61
Attendance of porters, watchmen and switchmen.....	355,160 24
Wood and water station attendance	93,421 68
Conductors, baggagemen & brakemen.....	608,879 15
Enginemen and firemen.....	524,476 24

Fuel, cost and labor in preparing for use.....	2,060,624 14
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Oil and waste for engines & tenders	267,161 95
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Oil and waste for cars.....	70,345 45
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Loss and damage of goods and baggage.....	18,933 34
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Damages for injuries to persons...	141,934 16
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Damages for property and for cattle killed.....	18,183 01
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General superintendence.....	131,627 43
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Contingencies.....	675,347 37
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Total cost of operating passenger transportation.....	\$5,692,813 11
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Allotted to Freight Transportation:

Office expenses, stationery, &c....	\$206,047 94
Agents and clerks.....	833,851 77
Labor, loading & unloading freight	1,376,713 07
Attendance of porters, watchmen and switchmen.....	462,623 14
Wood and water station attendance	102,869 40
Conductors, baggagemen & brakemen.....	843,209 66
Enginemen and firemen.....	966,179 85

Fuel, cost and labor in preparing for use.....	2,927,240 86
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Oil and waste for engines & tenders	354,738 73
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Oil and waste for cars.....	113,861 21
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Loss and damage of goods and baggage.....	283,340 68
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Damages for injuries to persons...	23,874 57
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Damage for property and for cattle killed.....	30,031 95
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General superintendence.....	182,968 14
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Contingencies.....	753,111 21
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Total cost of operating freight transportation.....	\$9,450,667 18
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Allotted to passenger transportation	\$5,692,813 11
Allotted to freight transportation	9,450,667 18
Other costs not allotted	229,484 89

Total cost of operating roads	\$15,372,965 18
Roads operated by horse power	\$3,152,915 17

EARNINGS AND PAYMENTS.

EARNINGS.

Roads operated with Steam:

From passenger business	\$18,586,929 71
From freight business	28,186,932 87
From other sources	1,869,103 62

Total earnings	\$48,642,966 20
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Roads operated with Horse Power:

From passenger business	\$5,694,943 38
From other sources	253,714 11

Total earnings	\$5,948,657 49
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PAYMENTS OTHER THAN FOR CONSTRUCTION.

Roads operated with Steam:

For transportation expenses	\$38,960,017 82
For interest	4,719,913 30
For dividends on stock	4,907,497 19
Amount carried to surplus fund	155,000 24

Total payments	\$48,742,428 46
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Roads operated with Horse Power:

For transportation expenses	\$4,956,066 04
For interest	408,918 93
For dividends on stock	262,171 35
For payments to surplus fund	226,283 46

	\$5,853,440 28
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ACCIDENTS.

Roads operated with Steam:

Number of passengers killed	24
Number of passengers injured	167
Number of employees killed	92
Number of employees injured	65
Number of others killed	111
Number of others injured	40
Total number killed	227
Total number injured	272

Roads operated with Horse Power:

Number of passengers killed	8
Number of passengers injured	26
Number of employees killed	1
Number of employees injured	1
Number of others killed	21
Number of others injured	35
Total number killed	30
Total number injured	62

DEDUCTION FROM THE FOREGOING RESULTS.

If we exclude the city roads, we have as follows:

Average number of miles traveled by each passenger	45.13
Average number of passengers in each train	91.73
Average number of miles each ton of freight was transported	117.29
Average number of tons in each freight train	75.47
Aggregate movement of passenger trains is equivalent to passing over the road	3,051 times.
Aggregate movement of freight trains is equivalent to passing over the road	4,391 times.
Average number of trains passing daily over the road, about	20½
Average cost, per mile of road, for maintaining roadway	\$4,923 18
Average cost, per mile of road, for repairs of machinery	3,088 66
Average cost, per mile of road, for operating road	5,878 42
Average cost, per mile of single track, for maintaining roadway	2,995 37
Average cost, per mile of single track, for repairs of machinery	1,848 79
Average cost, per mile of single track, for operating road	3,576 56

Average sum received for carrying one passenger one mile	2.54 cents.
Average sum received for transporting one ton of freight one mile	3.25 cents.
Average number of miles of travel for each passenger killed	30,496,760
Average number of miles of travel for each passenger either killed or injured	3,832,054
Average number of passengers carried for each one killed	675,643
Average expense is 78.59 pr. ct. of all the earnings.	

Commerce of New York.

The comparative value of foreign goods entered at the port of New York, and of foreign goods actually marketed for the eight months of the current fiscal year are as follows:

	1864-'65.	1865-'66.
Total entries	\$100,863,426	\$202,216,403
Total marketed	92,385,285	188,406,653
Customs paid	33,496,887	89,523,076

Average duty	36¾ per ct.	47¾ per ct.
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In addition to the above there was entered during the eight months, foreign gold and silver of the value of \$1,316,351, as against \$997,580 in 1865.

The following shows the imports at New York for the eight months ending with February of the fiscal year:

	1865.	1866.
Six months ending		
January 1	\$79,767,221	\$142,830,367
In January	10,620,117	30,109,830
In February	11,473,668	30,692,557

Total eight months	\$101,861,006	\$203,532,754
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The amount paid for customs duties compares thus:

	1865.	1866.
Six months ending		
January 1	\$24,473,902 73	\$65,077,328 87
In January	4,231,737 47	12,437,474 16
In February	4,791,247 10	12,008,273 74

Total eight months	\$33,496,887 30	\$89,523,076 77
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The exports, exclusive of specie, for the eight months ending with February, have been as follows:

	1865.	1866.
Six months ending		
January 1	\$131,946,100	\$107,699,914
In January	16,561,598	20,103,207
In February	15,750,807	17,195,507

Total eight months	\$164,258,505	\$145,003,628
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Specie	25,881,554	16,601,290
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Total	\$189,439,059	\$161,604,918
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The exports of all descriptions for the eight months of the fiscal year are:

	1864-'65.	1865-'66.
Domestic produce	\$147,535,193	\$142,651,804
Foreign re-exports	16,012,312	2,351,824
Specie	15,881,554	16,601,290

Total	\$189,439,059	\$161,604,918
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Average price of gold	232 per ct.	143 per ct.
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The Anthracite Consumers' Railroad.

We find the following letter published in the Philadelphia Press of 12th inst.:

Harrisburg, April 11.—It is understood that a corps of engineers will commence surveys for the route of the Anthracite railroad within a few days, the southern terminal point being on the Delaware river below the city. The stock-books will be opened within a month in the cities of New York, Boston and Philadelphia; and the managers of the enterprise claim to have secured the aid of such financial parties as will insure the building of the main line of road, from the Schuylkill coal-fields to the Delaware, as well as a branch road for the direct trade between Schuylkill County

and New York. This branch road will also form part of a new through route connecting the Philadelphia and Erie railroad with New York city.

Interest and Dividends.

The Cleveland and Toledo Railroad Company have declared a semi-annual dividend of eight per cent., payable less U. S. tax on the 15th inst., at the office of Wells, Fargo & Co., 84 Broadway.

The Cincinnati, Hamilton and Dayton Railroad Company have declared a semi-annual dividend of four per cent., payable at the Bank of America, April 20th.

The Baltimore and Ohio Railroad Company has declared a dividend of 4 per cent. on the stock of the Main stem, payable on and after the 30th inst. Also, a dividend of 5 per cent. on the stock of the Washington Branch for the half year ending 31st March last, payable on and after the 16th inst. United States tax paid by the company.

The Dubuque and Sioux City Railroad Company have declared a scrip dividend on the preferred stock of 7 per cent. out of the earnings of the year 1865.

Sand Patch Tunnel.

We learn that the miners working in the middle section of the Sand Patch Tunnel, on the Pittsburgh and Connellsville Railroad have met, thus piercing once more the great mountain barrier between the Ohio valley and the seaboard. The Sand Patch Tunnel is four thousand seven hundred and fifty feet long, or one thousand feet longer than the Allegheny Mountain Tunnel of the Pennsylvania Railroad. It was commenced some ten years ago, is to accommodate a double track of rails all through, being twenty-two feet wide, and nineteen feet high. The greater portion of it goes through solid red sandstone, not requiring any brick-arching for that distance. The grade of the tunnel is twenty-two hundred feet above the level of the sea, or fifteen hundred feet higher than low water mark of the Ohio river at Pittsburgh. Mr. Sigismund Loew, the engineer of the Connellsville Railroad Co., informs us that it will take six months more with the force now employed, to finish the tunnel in ample time for the completion of the whole road from Cumberland to Connellsville, should that distance be put under construction this Spring.—Pittsburgh Chronicle.

The City Passenger Railway Company, Baltimore, has paid to the city Register on account of the Park Fund \$15,197 65, being one-fifth of the gross receipts of that company less the Government tax, for the quarter ending March 30th—making the total received from that company since April 1, 1865, \$87,934 77.

The York Passenger Railway Company has also paid on account of the same fund for the quarter ending March 31, \$342 42.

The Commissioners of the Covington and Ohio Railroad will meet at Baltimore on the 1st day of May next, to pass upon such proposals for the construction of that road as may be presented by responsible parties. Pamphlets, furnishing all necessary information in reference to this work, may be procured on application to the Commissioners.

The Railway Department of the Russian Ministry of Public Ways require tenders for 13,362 tons of rails and fastenings for the Orel-Koursk Railway. The contract is of especial interest to the English ironmasters, as giving evidence of the increasing business springing up between England and Russia.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:					COPPER:					IRON:					GOLD, SILVER, AND QUICKSILVER:				
Acton.....Ca.	200,000	5	100		Jefferson.....L. S.	20,000				Copake.....N. Y.	50,000	50			Aetna (G.).....Col.	50,000	10		
Acton Vale.....Ca.	50,000	5	50		Keweenaw....." "	20,000			4	East River....." "	6,000	60			Acadia (G.).....N. S.	100,000	3		
Adventure.....L. S.	20,000				Kickapoo....." "	20,000			1	George's Ck C. & I.Md.	10,000	100		118	Albion (G.)....." "	100,000	3		
Albany and Boston....." "	20,000		250		King Phillip....." "	20,000			2	Harewood....." "	20,000	5			Alpine (G.).....Col.	150,000	10		
Algonah....." "	20,000				Knowlton....." "	20,000			6	Kahadin.....Me.	3,000	100			Alps (G.)....." "	100,000	5		
Alliance.....Ca.	200,000	24	2		Lafayette.....Ca.	200,000		1		Lake Superior.....L. S.	20,000	25			American....." "	200,000	2		
Allouez.....L. S.	20,000		14		Lake....." "	20,000		1		Massachusetts.....Pa.	25,000	1			Am. & Mex. (S.) N. M.				
American.....Ca.	200,000	24	1		Lawrence.....L. S.	20,000		1		Mount Pleasant.....Pa.	10,000	50			Am. Pioneer.....A. T.				
Amygdaloid.....L. S.	20,000		25		Lennoxville.....Ca.	100,000		5	500	Teal Lake.....L. S.	20,000	10			Arizona (Silver)....." "				
Annapolis.....Md.	50,000	10			Logan....." "	100,000		8		Tyson....." "	20,000				Atlantic (G.).....N. S.	100,000	2		
Arzacha.....Ariz. T.	10,000	100			Lyster....." "	200,000		2		LEAD AND ZINC:					At. & Pac. (G. & S.) Nev.	50,000	10		
Ascot.....L. S.	20,000		64		Madison.....L. S.	20,000		1		Amenia.....N. Y.	100,000	5			Bay State (G.).....Col.	200,000	5		
Astor....." "	20,000		1		Malden....." "	20,000		1		Bucks County.....Pa.					Beacon (G.).....N. S.	200,000	2		
Atlas....." "	20,000		1		Mandan....." "	20,000		24	450	Canada.....Ca.	50,000	5			Benton (G.).....Col.	100,000	5		
Aztec....." "	20,000		1		Manhattan....." "	20,000		24	24	Clute....." "					Black Hawk (G.)....." "	50,000	100		
Balt. and N. C.....N. C.	2,000	5	1000		Marquette....." "	20,000				Crystal Lake....." "					Boston (G.)....." "	10,000	60		
Bare Hill....." "	20,000		34		Maryland.....Md.	20,000		5	400	Erie....." "					Briggs (G.)....." "	10,000	100		
Bay State.....L. S.	20,000		34		Mass.....L. S.	20,000				Gay's River....." "	100,000	2			Bullion (G.)....." "	200,000	25		
Beaver.....Ca.	125,000	5	1	500	Massachusetts....." "	20,000				Hampton....." "	100,000	5			Burroughs (G.)....." "	100,000	10		
Bedford.....Ca.	200,000	24		100	Mendota....." "	20,000				Keystone.....Pa.					Canadian (G.).....Ca.	200,000	2		
Black River.....L. S.	20,000		12		Merrimac....." "	20,000				Lancaster....." "					Central (G.).....Col.	50,000	20		
Bohemian.....L. S.	20,000		74		Meteor....." "	20,000				Macomb.....N. Y.	100,000	5		450	Chaudiere (G.).....Ca.	100,000	5		
Bolton.....Ca.	20,000		5	1	Meander....." "	20,000			64	Mineral Point....." "	100,000	5			Chebucto.....N. S.	100,000	5		
Boston.....L. S.	20,000		10	5	Michigan....." "	20,000				Mount Hope.....N. Y.	80,000	5	24		Colonial (G.).....Ca.	100,000	24		
B. and Corinth.....Vt.	20,000				Middlesex....." "	20,000				National....." "	200,000	1		110	Colorado (G.).....Col.	50,000	10		
Brooklyn.....L. S.	100,000		2		Minnesota.....L. S.	20,000		34	15	N. Y. & Boston.....N. Y.	100,000	5		24	Consol. Gregg (G.) Col.	50,000	100		
Brome.....Ca.	20,000		5		Missisquoi.....Ca.	150,000		2	34	Oswegatchie.....Ca.	100,000	5			Copalinah (G.)....." "	200,000	20		
Cabot.....L. S.	20,000		1		Montezuma.....N. Mex.	300,000		5		Placencia Bay.....N. F.					Corsanne (G.)....." "	100,000	10		
Caledonia....." "	20,000		5	150	Morrison.....L. S.	20,000				Ramsay.....Ca.	20,000	25			Corydon (G.)....." "	100,000	25		
Cambridge....." "	100,000		4	900	Nashua....." "	20,000				Rossie....." "	100,000	5			Day & Bushnell (G.) C.	300,000	10		
Canada.....Vt.	20,000				National....." "	20,000			54	Shawangunk.....N. Y.	100,000	5			Denver (G.).....Ca.	50,000	20	124	
Carp Lake.....L. S.	20,000				Native....." "	20,000		3	10	Sussex.....N. J.	100,000	5			Dorset (G.)....." "	170,000	5		
Cascade....." "	20,000		40		Naumkeag....." "	20,000		1		Union....." "	100,000	5			El Dorado (G.).....Nev.	100,000	5		
Central.....Ca.	200,000		150		Nelson.....Ca.	200,000		1	100	Walkill.....N. Y.					Empire (S.)....." "				
Champlain....." "	200,000	2			Nequaket.....L. S.	20,000				COAL & ANTHRACITE:					Empress (S.)....." "				
Chatham....." "	100,000	1		500	Nevada (Silver)....." "	20,000		1		American.....Pa.	37,500	25		60	Eureka (G.).....Cal.				
Chaudiere....." "	200,000	1		130	New England....." "	20,000		2		Ashburton....." "	50,000	50		14	Excelsior (G.).....Col.	30,000	10		
Chester....." "	30,000		14		Newton.....Ca.	200,000		1	2	Atlantic & G. C. Md.				1000	Frankfort (G.)....." "	100,000	2		
Cheticamp....." "	30,000		14		New York.....L. S.	20,000				Baltimore....." "		100			Garrison's (G.).....Col.	100,000	5		
Chippewa.....L. S.	20,000				N. Y. & Passaic.....N. J.	100,000		5		Bear Valley....." "	40,000	124		14	Gilbert River (G.).....Ca.	100,000	5		
Cleveland.....Ca.	100,000		5		North Cliff.....L. S.	20,000			4	Beaver Meadow.....Pa.	100,000	50			Gilpin (G.).....Col.	100,000	5		
Cliff.....L. S.	20,000				North Silver Lake....." "	20,000				Belmont....." "	10,000	50			Gold....." "	100,000	5		
Clifton....." "	20,000				North State....." "	20,000				Big Mountain.....Pa.					Gold Field....." "	50,000	10		
Collins....." "	20,000		104		North Sutton.....Ca.	100,000		5	3	Blackhall.....N. S.	8,000	25			Gold Hill....." "	50,000	10		
Columbian....." "	20,000		44		North Western.....L. S.	20,000		74		Blackhall & Pictou....." "	100,000	5			Gold River....." "	100,000	3		
Consolidated....." "	20,000		5	50	Norman....." "	20,000				Bridgeport.....Pa.	30,000	10			Gould & Curry (G. S.) N.				
Copper Falls....." "	20,000		244		Origma....." "	20,000				Broad Mountain....." "	30,000	10			Gunnell (G.).....Col.	300,000	10		
Copper Harbor....." "	20,000		1	150	Ontonagon....." "	20,000				Butler....." "				15	Halfax (G.).....N. S.	200,000	2		
Copper Hill....." "	200,000	1			Ottawa.....Ca.	200,000		1	230	Cape Briton.....N. S.	200,000	24			Holman (G.).....Col.	150,000			
Coppernas Hill....." "	50,000	10			Pacific.....L. S.	20,000				Carbondale.....Pa.					Hope (G.)....." "	80,000	25	10	
Cornwall.....Vt.	100,000	2		250	Pennsylvania....." "	20,000		25	24	Central....." "				454	Isaac's Harbor (G.) N. S.	100,000	5		
Dacotah.....L. S.	20,000				Pewabic....." "	20,000		24	34	Clinton....." "					Isabella (G.).....Col.				
Dana....." "	20,000		34		Phila. & Boston....." "	20,000		15	14	Coal Brook....." "	4,000	50			Kennebec (G.).....Ca.	100,000			
Deep River.....N. C.	20,000		150		Pittsburg & Boston....." "	20,000		54	47	Continental....." "	10,000	50		734	Kent (G.).....N. S.	200,000	1		
Delaware.....L. S.	20,000		10		Pontiac....." "	20,000		34	14	Cumberland (pref.) Md.	50,000	100			Lake (G.).....Col.				
Derby....." "	20,000		1		Prince of Wales.....Ca.	200,000				Daniel Webster....." "	5,000	100			Lake Major.....N. S.	12,000	50		
Devon....." "	20,000		6		Providence.....L. S.	20,000				East Mahanoy.....Pa.					Libertad (G. & S.) Mex.				
Dorchester....." "	20,000		1		Quincy....." "	20,000		10	45	Everhart....." "	20,000	25			Manhattan (G.).....Col.	100,000	10		
Douglas....." "	20,000		1	34	Reld Hill.....Ca.	200,000		1		Franklin.....Pa.	5,000	100			Mariposa (G.).....Ca.	100,000			
Dover.....Ca.	200,000		1	250	Reliance.....L. S.	20,000				Fulton....." "	80,000	5			Massachusetts (G.) Ca.	500,000	5		124
Dudley.....L. S.	20,000		2		Richford....." "	60,000		5		Gilbertson....." "	5,000	100			Mex. Pac. (G. & S.) Mex.	100,000	100		
Dunham.....Ca.	200,000	2			Ridge.....L. S.	20,000				George's Creek.....Pa.	10,000			109	Montana (G.).....N. S.	50,000	10		
Durham....." "	200,000	5			Rockland.....Ca.	20,000		5	34	Grand Tunnel....." "	4,000	100			Montana (G. & S.) Col.	100,000			
Eagle River.....L. S.	20,000		34		Rudwell.....L. S.	20,000				Green Mountain.....Pa.					Montezuma (G. & S.) N.	100,000	5		
El Dorado (Silver)....." "	20,000				St. Clair.....L. S.	20,000		3		Hampton & Balt.....Md.	32,300	50			Mt. Alpine (G.).....Col.	250,000			
Esot.....Ca.	250,000	20			St. Francis.....Ca.	100,000		5		Hazleton....." "					Mt. Vista (G. & S.) Nev.	50,000	10		
Essex.....Ca.	200,000		144		St. Mary's (L. & M.) L. S.	20,000		84	600	Henry Clay....." "	3,000	100			New England (G.) Col.	50,000			
Etna																			

CITY PASSENGER RAILROAD SHARE AND BOND LIST.

PASSENGER RAILROAD SHARE LIST.

N. R.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

PASSENGER RAILROAD BONDS.

Fiscal year ending.	Length, completed, equi- val in single or projected	In progress or projected	Equip- ment	Compa- nies.	Cost of Road and Equip- ment.	Share Capital paid in.	Indebted- ness.	Earnings.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	\$	\$	\$	\$	p. c.		
MASSACHUSETTS.											
30 Nov. '64	3.36			Boston and Chelsea.....	110,000	110,000		8,800	7,409	6 1/2	27
30 Nov. '64	4.52		179	Broadway & 7th Ave., N. Y.	256,257	250,000	28,482	129,615	15,896	8	43 1/2
30 Nov. '64	27.43			Cambridge.....	734,571	727,800	150,000	94	(Union Co.)	9	91 1/2
30 Nov. '64		7.5		Dedham and West Roxbury.....	41,000			6,600	11,062	6	46
30 Nov. '64	1.41			Dorchester and Roxbury.....	18,742	12,000		3,590	11,062	6	46
30 Nov. '64	2.80		23	Lowell (Horse).....	43,894	40,129		5,900	11,062	6	46
30 Nov. '64	11.75		200	Lynn and Boston.....	354,611	300,000	50,000	18,165	129,927	12,197	8
30 Nov. '64	3.41			Malden and Melrose.....	60,246	300,000	73,100	66,222	20,507		25 1/2
30 Nov. '64	2.97			Medford and Charlestown.....	35,000	25,000	11,000		(Middlesex)		50
30 Nov. '64	31.85		841	Metropolitan (Boston).....	1,420,141	1,176,078	218,487	580,043	49,981	6	46
30 Nov. '64	6.84		263	Middlesex (Boston).....	488,945	400,000	31,000	104,617	170,235	3	40 1/2
30 Nov. '64	6.09		75	Quincy.....	135,243	71,000	55,533	31,533	28,510	1,369	
30 Nov. '64	6.75		66	Salem & South Duxbury.....	175,980	150,000		25,800	37,017		
30 Nov. '64	2.68			Somerville.....	50,000	50,000			(Middlesex)	5	25
30 Nov. '64	2.60		10	Stoneham street (Boston).....	35,300	32,900			(Middlesex)		
30 Nov. '64		6.74		Suburban.....	95,500	6,000			(Middlesex)		
30 Nov. '64	6.00		70	Suffolk (Boston).....	(Sold to Metro.)			84,198	1,261		
30 Nov. '64			411	Union (Transportation).....	241,441	160,000	20,000	144,316	278,428		86 1/2
30 Nov. '64	1.53			West Cambridge.....	15,000	15,000			(Lea sed)	6	47
30 Nov. '64	2.25			Winnisimmet.....	62,154	60,000		939	21,539		
30 Nov. '64	11.60		59	Worcester.....	95,667	75,900		53,668	25,453		
CONNECTICUT.											
31 Jan. '64	3.0	3.0	45	Fairhaven and Westville.....	100,000	100,000				8	
31 Dec. '62	8.5		11	Hartford and Wethersfield.....	300,000	300,000					
NEW YORK.											
30 Sep. '64	10.76		32	Broadway (Brooklyn).....	237,189	200,000	27,500	5,782	67,594	18,886	100
30 Sep. '64	14.33		78	Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1,000,000	75,000	95,551	18,905	100
30 Sep. '64	7.00	2.80	10	Brooklyn, Bath & Coney Is'd	120,388	99,850	76,000	44,000	15,931	2,942	55
30 Sep. '64	24.00		48	Brooklyn Central & Jamaica	897,646	492,150	400,000	55,291	173,827	3,666	100
30 Sep. '64	56.18	1.90	140	Brooklyn City.....	1,330,717	1,000,000	170,000	15,000	694,333	77,142	8 1/2
30 Sep. '64	11.75	4.00	28	Brooklyn City and Newtown	531,784	386,000	200,000	19,144	82,049	4,162	
30 Sep. '64	0.09	9.41		Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637			
30 Sep. '64	18.00			Brooklyn City & Rockaway		12,000					
30 Sep. '64	25.00			Brooklyn, E. N. Y. & B'k'w'y	90,000	50,000	25,000	15,000			
30 Sep. '64				Buffalo Street.....							
30 Sep. '64	23.00			Canarsie, B'klyn & Wind'd	33,500	15,000	18,500				
30 Sep. '64				Central City (Syracuse).....							
30 Sep. '64	19.00	3.00	99	Central Pk. N. & E. Riv. (N. Y.)	1,330,302	791,350	550,000		327,713	30,493	100
30 Sep. '64	17.25		32	Coney Island and Brooklyn	603,889	500,000	113,000		100,438	9,148	12
30 Sep. '64	6.00			East & North River (N. Y.).....	650	650					100
30 Sep. '64	18.50	1.00	101	Eight Avenue (N. Y.).....	1,166,162	1,000,000	44,000	5,000	452,701	4,208	12
30 Sep. '64	12.00	1.00	50	42d st., & Grand st., Ferry	951,570	660,000	261,000	33,292	178,056	22,293	8
30 Sep. '64				Fourteenth Street (N. Y.).....							
30 Sep. '64	4.52			Grand St. & Newtown (W'g)							
30 Sep. '64	10.00		17	Harlem Br., Morris & Ford'm	158,749	72,000	88,000		34,660	897	
30 Sep. '64				Main & Ohio St. (Buffalo)							
30 Sep. '64	11.00	7.00	34	Niagara Street (Buffalo)							
30 Sep. '64				Ninth Avenue (N. Y.).....	451,154	796,360	67,000		90,108	100	100
30 Sep. '64				N. Riv. & Wall st. Ferry (N. Y.)							
30 Sep. '64		11.00		Port Morris & Westchester	1,200	1,200					
30 Sep. '64	7.50	3.40	20	Rochester City & Brighton	237,889	134,000	91,000	10,000	47,739		
30 Sep. '64	16.00			Second Avenue (N. Y.).....	1,155,615	650,000	520,000	53,000	350,718	20,134	100
30 Sep. '64	8.37		40	Sixth Avenue (N. Y.).....	1,222,621	750,000			424,806	14,753	5
30 Sep. '64				Tenth Av & 32d st. (N. Y.).....							
30 Sep. '64	17.50		137	Third Avenue (N. Y.).....	1,958,354	1,170,000	1,180,000	35,000	844,701	171,587	12
30 Sep. '64				Troy and Cohoes.....	50,000				leased.		
30 Sep. '64	6.50	9.00	19	Utica City.....	193,945	124,500	65,500	7,000	18,295	100	
30 Sep. '64	1.50		3	V. Brunt & Erie Baa. (Buff.)	62,000	50,000	12,000		10,856	2,380	
30 Sep. '64		12.00		Williamsburgh & Coney Is'd	15,000	15,000					
NEW JERSEY.											
31 Dec. '62	5.32		7	Hoboken and Hudson City.....	32,000	30,000		2,000			
31 Dec. '62	5.05	2.50	8	Hoboken and Weehawken.....	134,400	70,000	60,000		17,228	9,986	3
31 Dec. '62	10.47			Jersey City & Bergen Point							
31 Dec. '62	17.00	160	22	Orange and Newark.....	411,000	211,000	200,500		71,050	19,183	50
31 Dec. '62	6.80		8	West Hoboken & Hoboken.....	100,000	40,000	60,000				
PENNSYLVANIA.											
31 Oct. '65	7.80		142	Chestnut & Walnut (Phila.)	235,421	100,000	135,000			40	10
31 Oct. '65	5.50		122	Citizens (Pittsburg).....	188,024	100,000	56,300	10,318	114,721	34,877	10
31 Oct. '65	12.33		202	Frankford & Southw'k (Ph.)	766,569	491,820	200,000		286,861	91,545	50
31 Oct. '65	6.00		88	Fairm't Pk & Del. Riv. (Ph.)					62,732	8,227	
31 Oct. '65	4.50		195	Green & Coates st. (Phila.)	332,953	150,000	100,000		158,803	39,721	2
30 Nov. '65	19.00		250	German town.....	385,169	112,245	250,000		19,195	49,561	55
31 Oct. '65	5.04		120	Girard College (Phila.).....	114,611	160,000			122,866	36,832	4
31 Oct. '65	2.00		25	Harrisburg City.....	49,504	30,118		9,000	6,726	3,582	25
31 Oct. '65	19.00		323	Heston, Mantua & Fairm't		188,500	75,131	153,813	39,179		50
31 Oct. '65	4.50		105	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,480	14,007	25
31 Oct. '65				Oakland (Pittsburg & E. L.)							
31 Oct. '65	3.75		124	Pittsb. Allegheny & Manch'r	96,385	75,000	35,000	150	85,795	20,243	16
31 Oct. '65	2.06		67	Pittsburg and Birmingham	66,440	54,000	23,600		67,040	14,278	14
31 Oct. '65	3.90		165	Philadelphia City.....	240,294	100,000	135,000		149,978	59,722	7 1/2
31 Oct. '65	5.00		64	Philadelphia and Darby.....	86,383	100,000	17,000		36,781	6,494	5
31 Oct. '65	4.50		61	Ridge Avenue & Manyunk	179,638	130,000	68,000		41,737	6,903	50
31 Oct. '65	18.09		431	Second & Third st. (Phila.)	472,031	203,757	137,300		437,562	158,330	10
31 Oct. '65	5.62		87	17th & 19th st. (Phila.).....	114,368	120,000			51,693	9,137	50
31 Oct. '65	7.00		118	10th & 11th st. (Citizens' F.)	249,411	217,697	15,000	10,000	84,900	20,545	44
31 Oct. '65	7.00		210	13th & 15th st. (Phila.).....	176,048	192,750			210,143	87,810	9 1/2
31 Oct. '65	6.25		143	Union, Philadelphia.....	627,185	291,475	80,000	283,123	206,598	5,800	50
31 Oct. '65	23.05		412	West Philadelphia.....	356,105	249,100	100,000	10,000	306,261	81,335	10
31 Oct. '65	6.00		327	Williamsport.....		15,160		622	3,637	1,851	25
MARYLAND.											
31 Dec. '62	21.00		340	Baltimore City.....	700,000	670,000		81,549	239,059	21,058	18
OHIO.											
31 Dec. '62	5.00			Cincinnati Street.....	161,913	150,000					
31 Dec. '62	5.00			City (Cin.) Passenger.....	111,412	100,000					
31 Dec. '62	8.51			Passenger (Cin.).....	69,837	50,000					
31 Dec. '62	8.62			Pendleton & S. st. Mar't (Cin.)	70,000	50,000					

DESCRIPTION.	Amount out- standing.	Rate.	INTEREST.		Principal payable.	Market Price.
			Pay- able.			
Broadway (Brooklyn):	\$	pc	Months.	Year.	p.	
Real Estate Mortgage	27,500	7	J. & J.	Var.		
Broadway & 7th Avenue:						
1st Mortgage	200,000	7	J. & D.	1884		
Brooklyn, Bath & Coney Is'd						
1st Mortgage	76,000	7	J. & J.	1883		
Brooklyn Centr. & Jamaica:						
1st Mortgage	304,250	7	J. & D.	1870		
Brooklyn City.						
1st Mortgage	170,000	7	J. & J.	1872		
Brooklyn City & Newtown:						
1st Mortgage	200,000	7	J. & J.	1872		
Brooklyn City & Ridgewood:						
1st Mortgage	20,000	7	J. & J.	1884		
Cambridge:						
1st Mortgage	150,000	6	J. & J.	1881	50	
Central Park, East & North River:						
1st Mortgage	550,000	7	J. & J.	1874		
Citizens' [Pittsburg]						
1st Mortgage	57,900	7	J. & J.	1870		
Cliftondale:						
1st Mortgage	25,000	6	J. & J.	1871		
Coney Island and Brooklyn:						
1st Mortgage	113,000	7	J. & J.	1873		
Delaware County:						
1st Mortgage	6,500	7				
Dorchester:						
Real Estate Mortgage	5,000	6				
Forty-second street:						
1st Mortgage	127,150	7	J. & J.	1873		
Real Estate	134,500	7	J. & J.			
Frankford and Southwark:						
1st Mortgage	200,000	7	J. & J.	1869	107	
Germanstown:						
1st Mortgage	250,000	7	J. & J.	1869		
Green and Coates St.:						
1st Mortgage	98,000	7	J. & J.	1870	98	
Harlem Br., Morris & Ford'm						
1st Mortgage	88,000	7	J. & J.			
Hestonville, Mantua & Fair- mount:						
1st Mortgage	40,000	7	J. & J.	1869		
Hoboken and Weehawken:						
1st Mortgage	60,000	7	M. & S.	1872		
Lynn and Boston:						
1st Mortgage (road)	50,000	6	M. & S.	71-72	80	
1st Mortgage guaranteed.	73,100	6			1880	91
Medford and Charlestown:						
1st Mort. [Winter St. Br.]	11,000	6				
Middlesex:						
1st Mortgage	31,000					
Malden & Melrose bonds.	61,782					
Real Estate	4,000					
Ninth Avenue:						
1st Mortgage	67,000	7				
North Philadelphia:						
1st Mortgage	100,000	7	J. & J.	1869		
Orange and Newark:						
1st Mortgage Broad street.	100,000	7	J. & J.	1881		
O. & Newark	100,000	7	J. & J.	1880		
2d Mortgage	100,000	7	J. & J.	1883		
Philadelphia City:						
1st Mortgage	135,000	6	J. & J.	1879	9	
Philadelphia and Darby:						
1st Mortgage	17,000	7	J. & J.	1870		
Philadelphia and Gray's Ferry:						
1st Mortgage	15,500	7	J. & J.	1869		
Pittsburg, Allegheny and Manchester:						
1st Mortgage	125,000	7	J. & J.	1871		
Pittsburg & Birmingham:						
1st Mortgage	22,800	7	J. & J.	1870		
Pittsburg & East Liberty:						
1st Mortgage	87,000	7	J. & J.	1871		
Quincy:						
Plain bonds	50,000	M. & S.		1868		
Richmond and Schuylkill:						
1st Mortgage	30,000	7	J. & J.	1870		
Rochester City & Brighton						
1st Mortgage	91,000	7	J. & J.			
Second Avenue:						
1st Mortgage	550,000	7	J. & D.	1867		
Second and Third Street:						
1st Mortgage	125,000	7	J. & J.	1866		
2d Mortgage	50,500	7	J. & J.	1869	10	
Sixth Avenue:						
1st Mortgage	15,000	7	J. & J.	1875		
Third Avenue:						
1st Mortgage	1,000,000	7	J. & J.	1870		
Real Estate bonds	180,000					
Union:						
Real Estate Mortgage	20,000	6	J. & D.	1869		
Utica City:						
1st Mortgage	65,500	7				
West Hoboken & Hoboken.						
1st Mortgage	80,000	7	M. & N.	1873		
West Philadelphia:						
1st Mortgage	100,000	7	J. & J.	1869		

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding. April 1, 1896.	Interest.—				Market Price.
		Rate.	Periods.	WHEN DUE.		
UNITED STATES BONDS.						
Loan of Jan. 23, 1847.....registered	\$9,415,250	6	Jan. & July.	1867	119	
Loan of March 31, 1848.....registered	8,908,342	6	" " "	1868	115	
Texas Indemnity of Sep. 9, 1850.....coupon	562,900	6	" " "	1865	115	
Loan of June 14, 1858.....registered	20,000,000	5	" " "	1874	95	
" " ".....coupon		5	" " "	1874	94	
Loan of June 22, 1860.....registered	7,022,000	5	" " "	1871	97	
" " ".....coupon		5	" " "	1871	98	
Oregon War Debt of March, 1861.....coupon	1,016,000	6	" " "	1881	103	
" " ".....coupon		6	" " "	1881	102	
Loan of Feb. 8, 1861.....registered	18,415,000	6	Yearly.	1881	104	
" " ".....coupon		6	Jan. & July.	1881	104	
Loan of July 17, & Aug. 5, 1861.....registered	264,284,650	6	" " "	1881	104	
" " ".....coupon		6	" " "	1881	105	
Loan of Feb. 25, 1862 (5-20s).....registered	614,780,000	6	May & Nov.	1882	100	
" " ".....coupon		6	" " "	1882	104	
Loan of March 3, 1865 (5-20s).....registered	65,175,500	6	May & Nov.	1886	105	
Bonds, Central Pacific R.R. Co.....coupon	2,802,000	6	Jan. & July.	1895		
Bonds, Union Pacific R.R. Co. (E.D.).....coupon	2,272,006	6	Jan. & July.	1895		
Loan of March 3, 1864, (10-40s).....registered	171,219,100	5	Mar. & Sept.	1904	92	
" " ".....coupon		5	" " "	1904	92	
Loan of March 3, 1864 (5-20s).....registered	100,000,000	6	May & Nov.	1884	101	
" " ".....coupon		6	" " "	1884	104	
Treasury Notes of July 17, 1861.....coupon	167,350	7.3	April & Oct.	1864		
June 20, '64 & Mar. 3, '66 1st series		7.2	Feb. & Aug.	1867	101	
March 3, 1865.....2d series	817,014,000	7.2	June & Dec.	1867	101	
" " ".....3d series		7.3	Jan. & July.	1868	101	
Debt Certificates.....	62,253,000	6	At maturity.	1867	99	
One & Two Year Treasury Notes (legal tender)	8,536,900	5	" " "			
Three Year's Compound Interest notes of '64	172,012,141	6	" " "			
United States Notes (greenbacks).....	422,749,252					
Fractional currency.....	28,005,462					
STATE BONDS.						
Alabama—State bonds.....coupon	3,423,000	6	Jan. & July.	1877		
Arkansas—State bonds (R.E.Bk.).....coupon	899,000	6	No interest	1868		
" " " (Bk of State).....coupon	610,000	6	paid for	1868		
" " " (").....coupon	38,000	6	many yrs	1868		
California—Civil bonds of 1857.....coupon	2,727,500	7	Jan. & July.	1878	107	
" " " 1860.....coupon	193,500	7	" " "	1880		
War bonds.....coupon	610,000	7	" " "	1872		
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	1882	95	
" " ".....coupon	1,000,000	6	" " "	1882	92	
Florida—State bonds.....coupon	143,000	7	" " "	1882		
Georgia—State bonds.....coupon	72,000	7	" " "	1882		
" " " (R.R. & Bk).....coupon	2,073,750	6	Jan. & July.	1872	100	
" " " (R.R.).....coupon	525,000	6	" " "	1872	100	
Illinois—New Int. Impr. stock.....inscribed	1,270,967	7	Jan. & July.	1870	98	
" " " bonds.....inscribed	1,322,085	6	" " "	1877	98	
Interest stock.....coupon	757,222	6	" " "	1880	96	
Refunded stock.....coupon	2,187,000	6	" " "	1879	96	
War bonds.....coupon	2,000,000	6	" " "	1870	96	
Canal bonds (sterling).....coupon	1,778,423	6	" " "	1870	87	
" " (dollar).....coupon	1,969,897	6	" " "	1870	87	
Indiana—State stock.....registered	5,325,500	6	Jan. & July.	1886	90	
" " ".....coupon	2,068,173	24	" " "	1886	90	
State Int. Imp. bonds (not adjusted)	391,000		d'm'd.			
State War Loan bonds.....coupon	1,871,780	6	May & Nov.	1881	92	
Canal Preferred stock.....coupon	4,078,500	6	Jan. & July.	1884	94	
" " " special stock.....coupon	1,216,787	6	" " "	1884		
Deferred stock.....coupon	1,243,000	6	" " "	1884		
" " " special stock.....coupon	479,545	6	" " "	1884		
Iowa—State stocks.....coupon	200,000	7	Jan. & July.	1868		
" " (war loan).....coupon	800,000	7	" " "	1868		
" " bonds to School Fund.....coupon	122,295	10	Annually.	1871		
Kansas—State bonds (sinking fund).....coupon	146,000	7	Jan. & July.	1876		
" " " (domestic).....coupon	54,000	7	May & Nov.	1878		
" " ".....coupon	65,000	7	July.	1883		
Kentucky—State bonds.....coupon	4,900,000	6	Jan. & July.	1875		
" " " (bank).....coupon	600,000	6	" " "	1891		
" " " (war loan).....coupon	67,500	6	" " "	1891	94	
Louisiana—State bonds (R.R. etc.).....coupon	2,000,000	6	" " "	1871	85	
" " " (R.R. etc.).....coupon	516,130	6	" " "	1881		
" " " (banks).....coupon	3,902,000	6	" " "	1879		
" " " (war loan).....coupon	5,398,553	6	" " "	1879		
Maine—State bonds.....coupon	670,000	6	" " "	1879		
" " (war loan).....coupon	1,000,000	6	" " "	1879		
Maryland—State bonds (ev'g conv.).....coupon	816,000	6	Mar. & Sept.	1883	94	
" " " (ev'g conv.).....coupon	200,376	6	Jan. & July.	1885		
" " " (ev'g conv.).....coupon	5,885,555	5	" " "	1885		
" " " (ev'g conv.).....coupon	2,490,569	5	" " "	1885		
" " " (dollar).....inscribed	600,000	5	" " "	1885		
" " " (").....inscribed	100,000	4	" " "	1885		
" " " (").....inscribed	767,560	5	" " "	1885		
" " " (").....inscribed	399,408	5	" " "	1885		
" " " (").....inscribed	148,711	5	" " "	1885		
" " " (").....inscribed	133,689	5	" " "	1885		
" " " (").....inscribed	3,000,000	6	" " "	1885		
" " " (").....inscribed	35,000	6	" " "	1885		
" " " (").....inscribed	603,333	6	" " "	1885		
Massachusetts—State b'ds (Western R.R.).....stg.	3,995,555	6	April & Oct.	1867		
" " " (T. & G.R.R.).....stg.	808,380	6	" " "	1867		
" " " (").....dollar	416,500	6	" " "	1867		
" " " (").....dollar	300,000	6	" " "	1867		
" " " (East'n R.R.).....stg.	500,000	6	Jan. & July.	1867		
" " " (C.N. & W.R.R.).....stg.	400,000	6	" " "	1867		
" " " (Cons.Stat.co.).....stg.	160,000	6	" " "	1867		
" " " (Buildings co.).....stg.	200,000	6	" " "	1867		
" " " (").....stg.	345,000	6	" " "	1867		
" " " (").....stg.	200,000	6	" " "	1867		
" " " (").....stg.	94,000	6	" " "	1867		
" " " (").....stg.	200,000	6	" " "	1867		
" " " (").....stg.	247,000	6	" " "	1867		
Interest.—						
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	1871-76	107	
" " ".....coupon	600,000	6	" " "	1871-76	107	
" " ".....coupon	500,000	5	May & Nov.	1883	94	
" " ".....coupon	1,000,000	5	" " "	1883	94	
" " ".....coupon	168,000	5	" " "	1880	94	
Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	92	
" " ".....coupon	100,000	6	" " "	1879	92	
" " ".....coupon	587,000	7	" " "	1886	95	
" " ".....coupon	2,000,000	6	" " "	1883-88		
Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	97	
" " " (Indian war).....coupon	100,000	7	" " "	1871		
" " " (Railroad).....coupon	2,275,000	7	" " "	1883		
Mississippi—State bonds (banks).....coupon	2,000,000	6	" " "	1871-76		
Missouri—Bank Stock Loan of 1857.....	63,000	5	Jan. & July.	1863		
" " ".....coupon	199,000	6	" " "	1863	74	
" " ".....coupon	109,000	6	April & Oct.	1863		
" " ".....coupon	40,000	6	Jan. & July.	1863		
" " ".....coupon	200,000	6	" " "	1863		
" " ".....coupon	7,000,000	6	" " "	1872-86	73	
" " ".....coupon	4,500,000	6	" " "	1873-89	73	
" " ".....coupon	3,000,000	6	" " "	1873-87	78	
" " ".....coupon	4,350,000	6	" " "	1872-87		
" " ".....coupon	3,501,000	6	" " "	1873-89		
" " ".....coupon	650,000	6	" " "	1873-89		
" " ".....coupon	700,000	6	" " "	1889		
" " ".....coupon	431,000	9	June & Dec.	1864-66		
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	93	
" " ".....coupon	200,000	6	" " "	1876		
New Jersey—State stock.....registered	95,000	6	Jan. & July.	Var.		
" " ".....coupon	581,820	6	" " "	1871		
" " ".....coupon	200,000	6	" " "	1871		
New York—General F'd. Astor Debt.....	561,500	5	Jan. & July.	pleas.		
" " ".....coupon	348,107	5	" " "	pleas.		
" " ".....coupon	900,000	5	" " "	1875		
" " ".....coupon	442,961	5	May & Nov.	1868		
" " ".....coupon	1,189,781	6	Jan. & July.	pleas.		
" " ".....coupon	1,300,000	7	" " "	1870		
" " ".....coupon	700,000	5	" " "	d'm'd.		
" " ".....coupon	23,698	5	" " "	d'm'd.		
" " ".....coupon	11,050	6	" " "	d'm'd.		
" " ".....coupon	14,220	6	" " "	d'm'd.		
" " ".....coupon	421,000	6	Jan. & July.	1865-67		
" " ".....coupon	287,700	44	J. A., J. & O.	1864		
" " ".....coupon	68,000	5	Feb. & Aug.	1876		
" " ".....coupon	23,000	54	J. A., J. & O.	1865		
" " ".....coupon	320,000	54	Jan. & July.	1865		
" " ".....coupon	100,000	5	" " "	1867		
" " ".....coupon	6,922,274	5	" " "	1863-74		
" " ".....coupon	15,880,025	6	" " "	1864-76		
" " ".....coupon	1,200,000	7	" " "	1864		
North Carolina—State bonds.....coupon	4,129,505	6	Various.	Var.	83	
Ohio—State bonds (foreign debt).....coupon	1,358,279	6	Jan. & July.	1860		
" " ".....coupon	1,015,000	6	" " "	1865		
" " ".....coupon	370,966	6	" " "	1868		
" " ".....coupon	2,183,532	6	" " "	1870		
" " ".....coupon	1,600,000	6	" " "	1875	93	
" " ".....coupon	4,095,309	6	" " "	1881	96	
" " ".....coupon	2,400,000	6	" " "	1886	97	
" " ".....coupon	125,680	6	" " "	1866	96	
" " ".....coupon	1,500	6	" " "	1868		
" " ".....coupon	276,313	6	" " "	1868		
" " ".....coupon	2,920,403	6	Yearly.			
Oregon—State scrip.....	55,372					
Pennsylvania—State Stock Loans.....	181,290	44	April & Oct.	due.		
" " ".....coupon	10,780,095	5	Jan. & July.	due.	96	
" " ".....coupon	3,886,079	5	Feb. & Aug.	due.		
" " ".....coupon	3,690,614	5	Mar. & Sept.	due.		
" " ".....coupon	8,341,898	6	June & Dec.	due.		
" " ".....coupon	210,283	6	Feb. & Aug.	1882		
" " ".....coupon	200,000	44	Jan. & July.	1864		
" " ".....coupon	1,177,890	5	Feb. & Aug.	1864		
" " ".....coupon	675,029	5	June & Dec.	1864		
" " ".....coupon	1,045,629	5	Jan. & July.	1865		
" " ".....coupon	1,568,678	5	" " "	1868		
" " ".....coupon	2,277,755	5	" " "	1870	84	
" " ".....coupon	1,766,214	5	Feb. & Aug.	1877	85	
" " ".....coupon	4,860,000	5	" " "	1877		
" " ".....coupon	428,000	5	" " "	1878		
" " ".....coupon	400,000	5	April & Oct.	1879		
" " ".....coupon	650,000	5	Jan. & July.	1882	94	
" " ".....coupon	360,987	5	" " "	1882		
" " ".....coupon	97,860	5	" " "	1882		
Rhode Island—State bonds (war loan).....coupon	3,000,000	6	Feb. & Aug.	1871	100	
South Carolina—State bonds (stg).....coupon	2,000,000	6	Mar. & Sept.	1882	93	
" " ".....coupon	484,444	6	" " "	1888		
" " ".....coupon	1,708,017	6	" " "	1863-90		
" " ".....coupon	1,310,000	6	" " "	1877		
Tennessee—State bonds (banks).....coupon	1,125,000	6	" " "	1882	81	
" " ".....coupon	2,663,606	6	" " "	Var.	54	
" " ".....coupon	12,799,000	6	" " "	Var.	90	
" " ".....coupon	605,000	6	" " "	1890	87	
" " ".....coupon	48,000	6	" " "	1890	90	
Texas—Had no debt in 1861.....						
Vermont—Inscribed certificates.....	175,000	6	" " "	1863-64		
" " ".....coupon	58,000	6	" " "	1862-68		
" " ".....coupon	751,000	6	Jan. & July.	1870	93	
Virginia—Inscribed certificates (civil).....	404,000	6	Various.	Var.		
" " ".....coupon	18,264,508	6	Jan. & July.	1883-93	42	
" " ".....coupon	12,624,508	6	" " "	1883-93	69	
" " ".....coupon	1,868,000	5	" " "	1892		
West Virginia—No information.....						
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	1867-68	100	
" " ".....coupon	200,000	6	Jan. & July.	1867		
" " ".....coupon	100,000	6	" " "	1877		
" " ".....coupon	1,100,000	6	" " "	1878		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1884	207,298	229,041	226,783	197,267	214,679	514,521	832,098	406,076	446,044	396,847	381,510	367,566	3,709,970
1885	354,755	383,147	449,815	406,680	460,422	521,174	596,523	738,527	677,625	719,911	731,270	699,762	6,938,611
1886	504,991												
Chicago and Alton:													
1881	81,581	75,621	78,361	65,358	75,250	63,761	78,474	136,897	141,174	122,487	104,264	80,298	1,098,484
1882	73,169	93,591	110,935	72,196	81,964	90,625	95,998	128,191	132,639	119,409	115,201	111,955	1,226,001
1883	109,880	101,355	104,872	122,084	132,501	145,542	149,137	167,948	170,044	170,910	156,869	163,294	1,673,706
1884	100,991	164,418	196,803	162,723	178,788	206,090	224,257	312,165	354,554	320,879	307,803	262,015	2,770,484
1885	230,503	275,283	299,063	268,480	322,278	355,270	335,985	409,261	401,280	357,966	307,919	286,824	3,840,091
1886	210,171	207,913	304,886										
Chicago and Rock Island:													
1881	83,030	63,975	77,007	76,809	102,163	90,621	88,410	130,542	154,084	162,537	123,319	118,753	1,261,050
1882	120,776	90,607	76,676	76,459	102,353	136,374	119,947	117,086	146,268	161,503	138,795	138,595	1,423,439
1883	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,800	210,729	216,030	196,435	201,134	1,959,287
1884	158,782	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,880	324,865	336,617	321,037	3,095,470
1885	305,554	246,331	289,403	186,172	227,260	311,180	232,387	288,095	384,290	300,707	261,141	190,272	3,222,692
1886	237,555	174,164	226,261										
Chicago and Northwestern:													
1883						366,100	251,334	296,169	478,186	551,122	435,945	407,688	2,811,544
1884	273,876	317,839	390,355	421,363	460,830	565,145	480,710	619,806	669,605	729,759	716,378	668,400	6,114,566
1885	482,164	496,296	489,358	586,623	747,942	702,691	702,691	767,608	946,707	921,888	749,191	546,669	7,948,980
1886	523,566	405,634	523,744										
Chicago and Great Eastern:													
1881	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25,461	211,077
1882	24,344	22,773	19,467	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,931	37,440	328,656
1883	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	61,485	61,787	61,386	60,895	528,394
1884	47,393	56,565	67,822	61,812	59,182	53,518	53,518	88,458	87,037	97,876	94,543	78,111	850,495
1885	77,787	77,242	83,450	75,514	76,674	91,937	91,975	97,145	106,389	118,610	116,293	91,584	1,103,821
1886	90,415	79,430	111,102										
Erie:													
1881	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1882	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	766,421	885,136	902,906	963,859	8,400,384
1883	846,695	839,949	956,446	948,059	848,783	770,148	731,243	687,092	816,901	968,294	1,024,649	1,036,321	10,469,481
1884	984,837	934,133	1,114,508	1,099,507	1,072,298	1,041,975	994,817	1,105,864	1,301,005	1,222,568	1,224,909	1,234,217	13,429,648
1885	908,341	886,039	1,240,628	1,472,120	1,339,279	1,152,803	1,152,803	1,364,126	1,345,456	1,406,387	1,451,217	1,503,993	15,295,916
1886	1,187,188	983,855	1,070,454										
Illinois Central:													
1881	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1882	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,568	356,463	4,463,827
1883	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	487,679	424,581	4,571,028
1884	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	681,391	667,141	603,492	6,329,447
1885	571,536	528,972	616,646	516,008	460,573	617,682	578,403	747,469	739,736	641,589	648,587	618,088	7,151,208
1886	582,828	512,628	516,822										
Marietta and Cincinnati:													
1882	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,637	46,452	81,329	55,257	48,544	512,218
1883	35,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,363	710,226
1884	77,010	74,409	90,901	72,389	88,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,038,165
1885	98,112	86,626	93,503	82,186	73,842	110,186	108,682	112,136	120,051	117,604	114,512	104,687	1,222,017
1886	90,125	84,264	82,910										
Milwaukee and Prairie du Chien:													
1881	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,728	177,879	130,184	67,920	1,153,407
1882	82,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,061	154,369	122,272	61,835	1,163,734
1883	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,363	156,417	205,065	132,342	112,913	1,247,258
1884	102,749	116,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1885	96,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,956	226,840	110,964	1,985,712
1886	121,776	84,597	72,135										
Michigan Southern & Northern Indiana:													
1881	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,285	189,077	2,189,077
1882	163,152	157,728	157,500	183,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1883	248,784	230,508	557,227	263,613	264,935	241,236	189,145	238,012	308,108	375,567	332,200	348,048	3,302,541
1884	256,600	304,445	338,454	330,651	267,126	315,258	278,901	358,862	402,219	407,107	448,984	411,806	4,120,153
1885	363,996	366,361	413,974	366,180	351,489	387,095	301,613	418,575	486,808	524,700	496,072	351,799	4,826,722
1886	512,846	277,234	412,393										
Michigan Central:													
1880	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1881	119,764	159,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1882	230,159	159,658	151,902	176,696	186,039	174,002	172,189	216,624	295,956	326,369	307,474	258,634	2,650,702
1883	242,073	245,858	226,432	238,495	236,453	206,231	193,328	215,449	308,168	376,488	339,794	306,186	3,168,066
1884	252,435	278,848	338,276	271,553	265,780	263,244	346,781	408,445	408,445	410,802	405,510	376,470	3,976,946
1885	344,228	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,561	490,694	447,670	328,589	4,568,510
1886	282,438	265,796	387,158										
Milwaukee and St. Paul:													
1884	51,965	46,474	64,993	83,202	131,448	128,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1885	98,181	86,528	96,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,901
1886	131,707	122,621	124,175										
New York Central:													
1880	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	808,985	811,458	730,736	523,047	7,154,622
1881	489,065	420,793	627,051	689,688	677,073	558,743	523,138	662,076	696,175	927,036	952,960	872,958	7,996,783
1882	749,163	631,956	770,223	786,114	610,417	749,571	752,841	762,841	892,744	1,018,376	968,228	1,002,768	9,063,541
1883	920,272	790,167	867,590	911,397	839,126	841,105	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,853
1884	921,831	936,587	1,059,023	1,106,664	1,029,786	1,065,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	1,116,829	13,357,709
1885	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,753	1,524,434				
Philadelphia and Reading:													
1880	163,551	171,841	257,410	248,110	265,011	278,270	314,906	337,465	339,911	368,956	321,208	249,032	3,315,501
1881	160,538	161,106	191,266	252,154	263,917	270,051							

AMERICAN RAILROAD BOND LIST.

"s" signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867		1st General Mort.	2,000,000	7	Jan. & July.	New York.	1898	85
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	226,706	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	99 1/2
Albany and Susquehanna:							Income bonds	53,500	8	May & Nov.	"	var.	
Mortgage	1,016,739	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	87
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,000,000	7	"	"	1885	83
Atlantic and Gt. Western (N. Y.):							Funded Coupon Bonds	750,000	7	May & Nov.	"	1883	80 1/2
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80	Consolidated Sinking Fund	945,000	7	F. M. A. & N.	"	1915	80
2d Mortgage	593,500	7	"	"	1882	76	Equipment Bonds	270,483	7	Jan. & July.	"	1874	
Atlantic and Gt. Western (Pa.):							Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	90 1/2
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81	Green Bay Extension Bonds	300,000	7	"	"	1885	79
2d Mortgage	950,000	7	"	"	1882	77	Flagg Trust Bonds	245,000	8	Jan. & July.	"		
Eastern Coal Fields Branch	400,000	7	"	"	1882		Cincinnati, Hamilton and Dayton:						
Atlantic and Great Western (O.):							1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	89	2d Mortgage	1,250,000	7	May & Nov.	"	1880	110
2d Mortgage		7	Jan. & July.	"	1883	98	Cincinnati and Zanesville:						
Atlantic and St. Lawrence:							1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886	92	Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
City of Portland Loan (Coup.)	1,000,000	6	Various	N. Y., P. & Bos.	'68-'70		2d Mortgage	244,200	7	March & Sept.	"	1864	110
Baltimore and Ohio:							3d Mortgage	663,200	8	"	"	1876	
Maryland Sterling Bds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838		Clev., Painesville and Ashtabula:						
Mortgage Coupon	2,391,500	6	April & Oct.	Baltimore.	1885	94	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
"	674,000	6	Jan. & July.	"	1880	94 1/2	Dividend Mortgage	1,000,000	7	"	"	1880	
"	1,085,000	6	Jan. & July.	"	1875	94	Cleveland and Pittsburg:						
"	960,084	6	Ja. Ap. Ju. Oc.	"	1887	95	2d Mort. (M. L.) or 1st Extension	1,123,000	7	March & Sept.	New York.	1873	90
Balt. City Loan of 1855	6,000,000	6	Jan. & July.	"	1890	98	3d Mort. (M. L.) or 2d Extension	1,019,500	7	"	"	1875	87
Bay de Noquet and Marquette:							4th Mort. (M. L.) or 3d Extension	1,103,123	6	Jan. & July.	"	1892	73
Income	100,000	8	April & Oct.	Boston.	1870		River Line bonds	4,000	7	"	"	1887	
Bellefontaine and Indiana:							Dividend bonds	16,725	7	"	"		
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101 1/2	Income bonds	3,500		"	"		
1st Mortgage extended	422,000	7	"	"	'70-'90		Clev., Columbus and Cln.:						
2d Mortgage	116,000	7	"	"	1870		1st Mortgage, Coupon	492,500	7	Jan. & July.	New York.	'64-'90	
Income bonds	87,000		"	"	1870		Cleveland and Toledo:						
Real Estate bonds	47,550		"	"	1866		Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Boliviers Delaware:							Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	"	1872	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95	Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	"	1863	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95	C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101	C. and T. Income (convertible).	6,000	7	March & Sept.	"	1870	
Boston Concord and Montreal:							C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	"	1885	94 1/2
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865		Columbus and Xenia:						
2d Mortgage	300,000	7	"	New York.	1865		Dividend	36,860		June & Dec.	New York.	1866	
1st Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		Mortgage	248,000		"	"		
2d Mortgage Coupons	250,000	7	"	New York.	1870	90	Connecticut River:						
Sinking Fund	200,000	6	"	Boston.	1889	100	Mortgage	250,000	6	March & Sept.	Boston.	1878	94 1/2
Boston and Lowell:							Connecticut and Passump. Rivers:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95 1/2	1st Mortgage	633,500	6	June & Dec.	Boston.	1876	90
Buffalo, New York and Erie:							Cumberland Valley:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94	1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	103	2d Mortgage	109,500	8	"	"	1904	
Buffalo and State Line:							Dayton and Michigan:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	1st Mortgage	233,000	8	Jan. & July.	New York.	1867	114
Income 1/2 in '99, 1/2 in '72	200,000	7	Jan. & July.	"	var.		2d Mortgage	2,655,000	8	"	"	1881	103
Special Erie and North-East	149,000	7	"	"	'61-'70		3d Mortgage	642,000		"	"		
Burlington and Missouri:							Toledo depot bonds	162,500		"	"		
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893		Dayton and Western:						
Cairo and Fulton (Mo.):							1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
State (Mo.) Loan	650,000	6	"	"	'78-'79		2d Mortgage	250,000	7	June & Dec.	"		40
Camden and Amboy:							Delaware:						
English debt (S. F.) £413,950	2,027,718	6	Semi-annual.	London.	1880		1st Mortgage guar. by P. W. &						
Converted Sterling Loan	800	5	"	"	1883		Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102 1/2
American Loan	63,000	6	"	New York.	1864		Guaranteed	100,000	6	"	"	1875	106
Loan for \$500,000	229,700	6	"	"	1867	97	State Loan	170,000	6	"	"	1876	
" " \$800,000	423,680	6	"	"	1870	89	Delaware, Lackawanna and Wn:						
" " \$875,000	675,000	6	"	"	1875	85 1/2	1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
" " \$1,700,000	1,700,000	6	"	"	1883	83 1/2	2d Mortgage (E. Extension)	1,499,000	7	"	"	1875	98
" " \$2,500,000	867,000	6	"	"	1889	85	2d Mortgage	2,516,500	7	March & Sept.	"	1881	100
Consolid. Mort. Loan \$6,000,000	4,239,400	6	"	"	1889	95	Des Moines Valley:						
Camden and Atlantic:							1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872		Income	348,000	7	Jan. & July.	"	1884	80
Oakwissa:							Detroit and Milwaukee:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	80
Oayuga and Susquehanna:							2d Mortgage	1,000,000	8	"	"	1866	
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		3d Mortgage (convertible)	750,000	10	"	"	1863	
Central of New Jersey:							4th Mortgage (G. W. R. R.)	500,000	10	"	"		
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'66-'70	100	Dubuque and Sioux City:						
2d Mortgage	600,000	7	May & Nov.	"	1875	105	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
Central Ohio:							Construction bonds, 2d Div'n	696,000		"	"		
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	79	Eastern (Mass.):						
2d Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	94 1/2	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96
3d Mortgage	800,000	7	June & Dec.	New York.	1885	101	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
4th Mortgage (S. F.)	950,000	7	"	"	1885	85	1st M. (State) \$75,000 a yr after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
Income	1,265,800	7	"	"	1875	50	East Tennessee and Georgia:						
Charleston and Savannah:							State, 1st Mortgage	970,000		"	"		
1st Mortgage (endorsed)	510,000	6	"	"			Endorsed by State of Tennessee	150,000		"	"		
2d Mortgage	1,000,000	7	"	"			Mortgage (ordinary)	790,688		"	"		
Cheshire:							East Tennessee and Virginia:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90 1/2	State, 1st Lien	1,602,000		"	"		
Chicago, Burlington & Quincy:							Endorsed by State of Tennessee	200,000		"	"		
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	108	1st Mortgage (after State)	100,000		"	"		
" " " " " " " "	3,167,000	8	"	"	1883		Redeemable in Stock	66,950		"	"		
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	1890		Eaton and Hamilton:						
2d Mortgage, inconvertible	941,000	4 1/2	Jan. & July.	Frankfort o. M.	1890		1st Mortgage	757,734	1	"	"	var.	
Chicago and Aurora 1st Mort.	65,000	7	Jan. & July.	New York.	1867		Erie and North-East:						
Central Military Tract, 2d Mort.	65,000	8	May & Nov.	"	1868		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	'61-'70	
" " " " " " " "	6,000	8	March & Sept.	"	1876		Evansville and Crawfordsville:						
Chicago and Alton:							Mortgage Bonds	1,090,000	7	"	"	1869	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	95	Mortgage Bonds	150,000	7	"	"	1881	
1st Mortgage pref. S. F.	615,000	7	April & Oct.	"	1877	96	Florida:						
Income Bonds	1,100,000	7	May & Nov.	"	1883	93	Internal Improvement (State)	1,655,000	7	"	"	1891	
							Free Land, 2d Mortgage	1,500,000	8	"	"	1891	

(*) signifies that the road is in the hands of receivers, (t) that the company is in default in its interest, "S. F.," Sinking Fund, "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr. Internal Improvement (State)	\$300,000	7			1891		Michigan Central:						
Free Land, 2d Mortgage	200,000	8			1891		1st Mortgage Sterling	\$467,489	6	Jan. & July.	London.	1872	
Galena and Chicago Union:							1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	
1st Mortgage Coupon	1,903,000	7	Feb. & Aug.	New York.	1882	97	1st Mortgage (convert.) Dollar	2,040,500	8	"	N.Y. & Boston	1869	100
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	"	1875	95	1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	"	1882	107
Elgin and State Line	189,000	7	Jan. & July.	"	1879		1st Mortgage (S. F.) convertible	4,330,500	8	"	"	1882	107
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884		Mich. Southern and N'n Indiana:						
Great Western, Ill.:							Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106	Erie and Kalamazoo	37,000	7	March & Sept.	"	1862	
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102	Northern Indiana, Plain	1,000	7	Feb. & Aug.	"	1863	
Hannibal and St. Joseph:							Goshen Air Line	651,000	7	"	"	1868	92
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	73-78	76	Detroit and Toledo	734,000	7	"	"	1876	98
Land Security	3,344,600	7	April & Oct.	"	1881	92	1st General Mortgage (S. F.)	4,555,000	7	May & Nov.	"	1886	95
Convertible Bonds	822,000	7	Jan. & July.	"	1883	100	2d General Mortgage	2,253,500	7	"	"	1877	90
Harriburg and Lancaster:													
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100	Milwaukee and St. Paul:						
Hartford and New Haven:							1st Mortgage	4,600,000	7	Feb. 1 & Aug.	New York.	1893	82
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	2d Mortgage	1,500,000	7	April & Oct.	"	1884	70
Houston:							Real Estate Depot	2,400,000			"	1874	
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877		Milwaukee and Prairie du Chien:						
Houston and Texas Central:							1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	98
State (1st Lien) Loan	210,000						Minnesota and Pacific:						
Mortgage	125,000	7			1885		Real Estate	1,200,000	7	Jan. & July.		1892	
Hudson River:							Mississippi Central:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	60-70	102	1st Mortgage	1,007,363	7				
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	101	Mississippi Central and Tenn.:						
3d Mortgage	1,840,000	7	May & Nov.	"	1875	104	State (Tenn.) Loan	729,000	6				
Convertible	1,002,000	7	"	"	1867	96							
Illinois Central:							Mississippi and Missouri:						
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868		1st Mortgage (convertible)	1,000,000	7		New York.		
Construction	6,837,000	7	April & Oct.	London.	1875		2d Mortgage (S. F.)	400,000	8		"		
Construction	2,895,500	6	"	New York.	1875	108	Oskaloosa Division	688,556	7	Jan. & July.	"	1875	18
Redemption bonds	2,563,900	6	"	"	1890		1st Land Grant	3,612,000	7	"	"	1875	80
Indiana Central:							2d Land Grant	691,000		"	"		
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		Income Bonds	513,300					
2d Mortgage	264,000	10	"	"	1866	117	Mississippi and Tennessee:						
Income	20,500						Tennessee State Loan	98,000	6			1885	
Indianapolis and Cincinnati:							Mississippi State Loan	202,099	6				
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106	1st Mortgage	171,000	7			1878	
2d Mortgage	400,000	7	"	"	1892	100	Mobile and Ohio:						
Real Estate Mortgage	200,000	7	"	"	1858	68	City (Mobile) Tax Loan	400,000	6				
Ind. Pittsburg and Cleveland:							Tennessee State Loan	674,860	6				
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Alabama State Loan	389,410	6				
2d Mortgage	347,000	7	"	"			Income	1,508,070	6	Jan. & July.	New York.	1861-87	
Indianapolis and Madison:							Sterling	878,036	6			1883	
Mortgage	640,000	7	May & Nov.	New York.	1881	100	Mississippi State Loan	200,970	6				
Jeffersonville:							Montgomery and West Point:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	Alabama State Loan	122,622					
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Mortgage (due 1860, '63 and '65)	350,000	6			var.	
Joliet and Chicago:							Mortgage	460,000	8			1866	
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883		Morris and Essex:						
Joliet and N. Indiana:							1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
1st Mortgage (guar.)	800,500	8	Jan. & July.	New York.	1874		Muscooke:						
Kennebec and Portland:							1st Mortgage	249,000	7				
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870		Nashville and Chattanooga:						
2d Mortgage	250,000	6	"	Augusta.	1861		Mortgage (State endorsed)	1,500,000					
Kentucky Centr. (Cov. and Lex.)							Chat. and Clev. Subsc. (endors.)	231,000					
1st Mortgage	160,000	6					*New Albany and Salem:						
2d Mortgage	260,000	7					1st Mortgage	2,235,000	6				
2d Mortgage (convertible)	1,006,000	7					N. Hav., N. Lond. and Ston'gton:						
3d Mortgage	600,000	7					1st Mortgage	450,000	7	March & Sept.	New Haven.	1861	
Guaranteed by Covington	200,000	6					2d Mortgage	200,000	6	Jan. & July.	"	1868	93
Cincinnati (exchanged)	100,000	6					Extension	116,000	6	May & Nov.	"	1878	
La Crosse, Viroqua & Mineral Pt.							New Haven and Northampton:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888		1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
Lehigh Valley:							1st Mortgage (H. & Hamp.)	103,000	6		"		
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	93	New Jersey:						
La Crosse and Milwaukee:							Company's (various)	805,000	7	Semi-ann'ly.	New York.	var.	100
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872		New London Northern:						
Lackawanna and Bloomsburg:							1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881		Extension Bonds	72,800	6	March & Sept.	"	1885	
Lexington and Frankfort:							N. Orleans, Jackson and Gt. North:						
Mortgage, due 1869 and '74	79,000	6		Lexington.	69-74		State (Miss.) Loan	255,000	6			63-78	
Little Miami:							1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1896	
Mortgage (coupon)	1,700,000	6	May & Nov.	New York.	1883	100	N. Orleans, Opelous, and Gt. West:						
Long Island:							Louisiana State Loan	641,000	6				
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876		New Orleans City Subscription	1,500,000	6				
2d Mortgage	500,000	6	"	"	1870	85	1st Mort (S. F.)	566,000	8			1889	
Extension Bonds	175,000	7	May & Nov.	"	1890	110	New York Central:						
Long Dock Co.:							Premium (S. F.) Bonds	6,690,120	6	May & Nov.	New York.	1883	92
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110	Deb'ts of former Co's outstanding	100,000					
Louisville and Frankfort:							Funding (S. F.) Bonds	1,898,000	7	Feb. & Aug.	"	1876	91
Louisville Loan	100,000	6	Jan. & July.	New York.	1881		Exchanged St'ks (S. F.) B'ds	634,000	6	May & Nov.	"	1883	91
1st Mortgage	176,000	6	"	"	66-78		" " " " " " " "	78,000	6	"	"	1883	87
Louisville and Nashville:							Real Estate (S. F.) Bonds	165,000	6	"	"	1883	86
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	78-92		Real Estate Bonds & Mortgages	192,772	7	var.	"	var.	
1st Mortgage	1,765,000	7	Feb. & Aug.	"	1883		45,560			"	"	1883	
Lebanon Branch 1st Mortgage	21,000	7	"	"	1886		Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	"	1876	101
Memphis Branch 1st Mortgage	286,000	7	"	"	70-75		Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec.	"	1887	90
McMinnville and Manchester:							New York and Erie:						
State (Tenn.)	372,000	6					1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	97
Mortgage	24,000	7					2d Mortgage	4,000,000	7	March & Sept.	"	1879	100
Marietta and Cincinnati:							3d Mortgage	6,000,000	7	"	"	1883	96
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	80	4th Mortgage	3,634,000	7	April & Oct.	"	1880	91
Scioto and Hocking Val. R. mort.	1,000,000	7	"	"	1891		5th Mortgage	1,002,500	7	June & Dec.	"	1888	93
Memphis and Charleston:							Buffalo Branch	186,400	7	Jan. & July.	"	1891	
1st Mortgage	1,100,000	6			1880		New York and Harlem:						
Memphis, Clarkesv. and Louisv.:							1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
State (Tenn.) Loan	910,000	6					Consolidated	1,000,000	7	Feb. & Aug.	"	1887	100
Memphis and Ohio:							3d Mortgage	980,300	7	Jan. & July.	"	1867	93
State (Tenn.) Loan	1,340,000	6					New York and New Haven:						
							Plain Bonds, Coupons	912,000	7	June & Dec.	New York.	1886	107
							Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	
							N. York, Providence and Boston:						
							1st Mortgage	247,000	6	Feb. & Aug.	New York.	73-78	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest				Description	Amount	Interest	Interest			
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.
North Carolina:							Racine and Mississippi:						
Mortgage Loan	\$350,000	8	Mar. & Sept.		1867		1st Mortgage (Eastern Division)	\$880,000	8		New York.		
North-Eastern (S. C.):							1st Mortgage (Western Division)	757,000	8		" "	1875	35
1st Mortgage	700,000						Raleigh and Gaston:						
2d Mortgage	224,500						Coupon	100,000				1862	
Northern Central:							Richmond and Danville:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Jan. Ap. Ju. Oc.	Baltimore.	1866	86	State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
M. d. State Loan (Irredeemable)	1,500,000	6		"	"		Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Richmond, Fred. and Potomac:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	91	Sterling (£27,000)	324,006	6			1860	
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	83	Richmond and Petersburg:						
Northern (Ogdensburg):							Coupon	159,000				1875	
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	93	Rutland and Burlington:						
2d Mortgage	8,077,000	7		"	1861	36	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	84
North Missouri:							2d Mortgage	937,500	7	"	"	1863	36
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	95	3d Mortgage	440,000	7	"	"	1863	1
North Pennsylvania:							Sacramento Valley:						
Chattel Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85	1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
Chattel Mortgage	300,000	10	"	"	1887	111	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	92	1st Mortgage	920,000	7	Feb. & Aug.		1900	67
Norwich and Worcester:							2d Mortgage	77,000	7			1866	
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		3d Mortgage	201,500	7			1875	
Bonds for Dividend Scrip.	59,000	7	"	New York.	'64-'74		Six per cents	75,393	6			1878	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70		Sandusky, Mansfield and Newark:						
Ohio and Mississippi:							1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	80	Saratoga and Whitehall:						
1st Mortgage—Western	860,000	7	"	"	1872		1st Mortgage	250,000	7	April & Oct.	New York.	1858	
2d Mortgage—Western	750,000	7	"	"	1874		1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1856	
Orange and Alexandria:							Seaboard and Roanoke:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866		1st Mortgage	300,000	7			1880	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		2d Mortgage	75,000	7			1870	
2d Extension	900,000	8	May & Nov.	"	1878		South Carolina:						
Pacific (Mo.):							State Loan	187,000	5			1868	
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	78	Domestic Bonds	650,000	5			'69-'74	
State Loan (S. W. Branch)	1,268,000	6	"	"	'87-'89		Domestic Bonds, past due	234,000	5				
Construction Main Line	1,314,000	7	"	"	"	55	Sterling	2,000,000	5	Jan. & July.	London.	1866	
S. W. Branch	8,232,000	7	"	"	"		Southern Mississippi:						
St. Louis County bonds	13,000	7	"	"	1885		1st Mortgage	500,000					
Panama:							1st Mortgage	631,000				1875	
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	101	*Steuern and Ind. (P. C. and C.):						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.		1872		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Pennsylvania:							St. Louis and Iron Mountain:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1868	73	State (Mo.) Aid	3,501,000	6		New York.		90
2d Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100	St. Louis City Subscription	500,000					
2d Mortgage	2,621,000	6	April & Oct.		1876	95	St. Louis County Subscription	1,000,000					
2d Mortgage Sterling	2,253,840	6	"	London.	1875		Sunbury and Erie:						
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	105	1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	86
Penobscot and Kennebec:							Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Bangor City 1st Mort. (Coupon)	750,000	6	April & Oct.	Boston.	'74-'75		Syracuse, Binghamton and N. Y.:						
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
3d Mortgage (Coupon)	156,500	6	March & Sept.	"	1871		St. Louis, Alton & Terre Haute:						
Peoria and Quawaka:							1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	67
1st Mort. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862		(series B)	1,000,000	7	April & Oct.	"	1894	
1st Mort. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873		(series C)	1,400,000	7	Feb. & Aug.	"	1894	75
Petersburg and Lynchburg (S. Side):							(series D)	1,400,000	7	May & Nov.	"	1894	
State (Va.) Loan (S. F.)	300,000	7					" Income (series E)	1,700,000	7		"	1894	76
1st Mortgage (1862-'70-'72)	365,000	6				var.	Toledo, Peoria & Warsaw:						
2d Mortgage (1862-'70-'72)	378,000	6				var.	1st Mortgage	1,391,000	7	June & Dec.	New York.	1894	
Special Mortgage (1865-'68)	175,000	6				var.	Terre Haute and Richmond:						
Last Mortgage (1861 to 1869)	135,500	8				var.	1st Mortgage (convertible)	80,000	7	March & Sept.	New York.	1866	
Phila. German'n and Norris'n:							Toledo and Wabash:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	87
Convertible Loan	292,500	6	"	"	1885	719	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	
Philadelphia and Reading:							2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	75
Bonds of 1855 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
" 1855	182,400	5	"	"	1880		Sinking Fund Bonds	152,355	7			85	1
" 1849	2,695,600	6	April & Oct.	"	1870	97	Equipment bonds	600,000	7			64	
" 1861	106,000	6	Jan. & July.	"	1871	96	Vermont Central:						
" 1843	1,325,800	6	"	"	1880	87	1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	98
" 1844	804,000	6	"	"	1880	87	2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	25
" 1845	101,000	6	"	"	1880	87	Vermont and Massachusetts:						
" 1849	67,000	6	"	"	1880	87	Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	
" 1857 (convertible)	415,500	6	"	"	1886	101	Virginia Central:						
" 1865	60,000	7	"	"	1886		Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Bonds and mort. on Real Estate	535,362						Mortgage (coupons)	198,000	5	"	Richm'd &	1872	
Phila., Wilmington and Baltimore:							Mortgage (coupons)	926,000	6	"	New York.	1884	
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884		Virginia and Tennessee:						
Pittsburg and Connellville:							State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1897	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74	1st Mortgage	500,000	6	"	New York.	1872	
Pittsburg, Ft. Wayne and Chicago:							2d or Enlarged Mortgage	1,000,000	6	"	"	1884	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	98	Salt Works Br. Mort. due '58-'61	203,000	6	"	Lynchburg.	var.	
" (series B)	875,000	7	Feb. & Aug.	"	1912		Warren (N. J.):						
" (series C)	875,000	7	Mar. & Sept.	"	1912		1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
" (series D)	875,000	7	April & Oct.	"	1912		Warwick Valley, N. Y.:						
" (series E)	875,000	7	May & Nov.	"	1912		1st Mortgage	80,000	7	April & Oct.	New York.	1880	87
" (series F)	875,000	7	Jun. & Dec.	"	1912		2d Mortgage	26,000	7	Jan. & July.	Chester.	1871	70
2d " (series G)	860,000	7	Jan. & July.	"	1912	92	Watertown and Rome:						
" (series H)	860,000	7	Feb. & Aug.	"	1912		Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107
" (series I)	860,000	7	Mar. & Sept.	"	1912		Western (Mass.):						
" (series K)	860,000	7	April & Oct.	"	1912		Sterling (£299,900)	4,319,520	5	April & Oct.	London.	'68-'71	
" (series L)	860,000	7	May & Nov.	"	1912		Dollar Bonds	950,000	6	"	Boston.	'96-'78	96
" (series M)	860,000	7	June & Dec.	"	1912		Albany City Bonds	1,000,000	6	Jan. & July.	"	'96-'78	98
3d Ridge Bonds	2,000,000	7	April	"	1912	81	Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Chicago Depot Bonds	187,500	7	May & Nov.	Philadelphia.	1876		Elmira and Williamsport:						
Pittsburg and Steubenville:							1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	90
Mortgage	800,000	7	Feb. & Aug.	New York.	1865		Wilmington and Manchester:						
Potomac and Waterdown:							1st Mortgage	696,000	7	May & Nov.	New York.	1866	
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74		2d Mortgage	200,000	7	"	"	1872	
Quincy and Chicago:							Wilmington and Weldon:						
1st Mortgage	1,330,000				1873		Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
							Sterling, issued in 1858	144,500	6			1868	
							Company's endorsed by State	180,000	6			1873	

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.								
M.	M.	M.	M.	No.	No.	No.																
ALABAMA.																						
30 Jun. '60	65.0	---	---	60.6	---	---	Alabama and Florida	1,451,386	---	---	---	877,963	508,500	105,256	1,515,704	54.0	---	101,102	37,806	---	---	
28 Feb. '59	30.3	---	---	58.1	2	2	Alabama and Mississippi	461,505	30,991	---	---	385,010	109,500	21,682	618,995	30.3	---	56,791	31,852	---	---	
31 May '60	109.6	---	---	57.8	11	9	Ala. and Tennessee Rivers	2,281,927	184,906	---	---	1,097,008	777,777	240,486	2,476,023	109.6	---	207,626	111,232	---	---	
30 Jun. '59	57.0	---	---	171.3	---	---	Mobile and Girard	1,500,000	---	---	---	---	---	---	57.0	226,791	76,773	21,006	---	---		
1 May, '61	469.3	13.5	---	49.4	40	28	Mobile and Ohio	12,000,000	---	---	---	---	---	---	---	---	1,402,858	865,370	---	---		
19 Feb. '60	88.5	28.4	---	---	23	14	Montgomery and West Point	1,838,718	427,265	100,000	---	1,419,769	922,622	23,579	2,582,506	116.9	---	505,156	260,269	6	---	
ARKANSAS.																						
1 Nov. '58	38.5	---	---	107.5	---	---	Memphis and Little Rock	553,877	---	---	---	251,524	446,000	10,725	811,949	---	---	---	---	---	---	
CALIFORNIA.																						
30 Dec. '60	22.5	---	---	---	---	---	Sacramento Valley	1,493,860	---	---	---	793,850	700,000	---	1,493,850	22.5	---	230,251	104,594	---	---	
CONNECTICUT.																						
31 July '64	23.8	---	---	1.9	4	5	Danbury and Norwalk	346,299	66,483	---	---	307,060	96,000	781	---	23.8	53,325	89,470	46,029	7	---	
31 Aug. '65	122.4	17.0	75.1	---	16	20	Hartford, Provid. and Fishkill	3,902,356	302,511	---	---	2,037,940	1,936,740	---	122.4	317,844	577,808	134,509	---	---		
31 Jan. '66	61.6	66.2	122	---	22	37	Hartford and New Haven	3,244,319	254,000	1,150,014	---	3,000,000	927,000	97,022	4,654,333	75.2	452,238	1,469,711	413,528	12	---	
31 Dec. '65	74.0	---	---	---	10	12	Housatonic	2,439,775	---	---	347,819	2,000,000	222,500	150,948	2,787,594	124.0	192,989	478,095	66,463	---	---	
31 Dec. '64	57.0	1.3	---	---	8	11	N. Haven, N. London and Ston.	1,444,127	---	---	---	1,100,000	300,000	29,149	---	62.0	145,655	360,167	140,391	16	---	
28 Feb. '65	50.0	2.6	---	---	8	10	New Haven and Northampton	1,454,040	---	---	---	738,538	766,000	---	62.0	161,182	274,887	108,808	---	---		
30 Nov. '64	84.8	5.8	---	---	3	2	New London Northern	2,336,485	41,500	---	---	1,010,000	650,000	---	62.0	49,663	197,387	86,946	34	---		
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	New York and Northampton	861,135	---	10,607	---	700,000	132,514	18,746	871,742	56.0	202,567	300,766	53,204	8	---	
31 Mar. '65	61.3	1.0	63.8	---	29	75	New York and New Haven	4,729,007	932,365	528,767	---	3,619,600	2,000,000	223,197	6,810,340	117.4	652,758	1,847,291	622,556	9	---	
30 Nov. '65	59.4	7.0	8.2	---	18	17	Norwich and Worcester	2,463,933	149,711	498,986	---	2,363,600	560,000	9,231	2,952,861	66.4	329,984	714,058	268,396	9	---	
DELAWARE.																						
31 Oct. '60	84.3	---	10.7	---	---	---	Delaware	1,552,257	---	---	---	406,182	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	---	---	
31 Oct. '62	16.2	---	---	---	---	---	Newcastle and Frenchtown	704,860	---	18,533	---	744,520	---	5,024	749,544	8.0	---	27,283	10,290	9	---	
FLORIDA.																						
30 Apr. '62	154.2	---	---	150	---	---	Florida	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
30 Apr. '60	32.0	---	---	3.0	13.0	3	Florida and Alabama	532,791	30,586	---	---	191,455	195,000	75,894	619,112	32.0	---	7,857	3,535	---	---	
30 Apr. '62	59.9	---	---	6.0	---	---	Fla. Atlantic and Gulf Central	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
30 Apr. '62	100.0	3.9	10.0	163.5	---	---	Pensacola and Georgia	---	---	---	---	---	---	---	---	29.4	---	---	---	---	---	
GEORGIA.																						
30 Jun. '60	86.7	---	---	8.7	16	7	Atlanta and West Point	1,192,389	---	---	---	1,250,000	126,000	---	1,597,385	86.7	---	418,080	265,827	8	---	
30 Dec. '60	83.0	---	---	---	---	---	Atlantic and Gulf-M. Trunk	1,032,200	---	---	---	---	---	---	---	---	---	---	---	---	---	
30 Apr. '60	43.5	---	---	23.7	---	---	Augusta and Savannah	755,000	---	---	---	733,700	129,500	---	---	---	---	---	---	---	---	
30 Nov. '60	191.0	---	---	---	53	62	Brunswick and Florida	4,386,800	---	---	---	4,386,800	---	---	---	---	---	---	---	---	---	
31 Mar. '60	171.0	61.0	---	---	---	---	Central of Georgia (and Bank)	4,156,000	---	---	---	4,156,000	---	---	---	---	---	---	---	---	---	
30 Nov. '60	102.5	---	---	---	19	16	Georgia (and Bank)	1,500,000	---	1,003,650	---	1,500,000	---	---	---	---	---	---	---	---	---	
31 July '59	50.0	---	---	---	7	2	Macon and Western	774,244	162,534	---	---	669,950	249,000	---	12,206	1,658,976	102.5	226,241	404,618	212,676	19	---
1 May, '58	68.1	---	---	---	3	4	Muscogee	1,356,634	52,374	---	---	1,275,901	10,200	---	18,621	1,478,140	71.6	---	---	---	---	
31 July '60	106.1	100.8	16.2	---	18	22	Savannah, Albany and Gulf	3,770,425	---	---	---	2,921,900	886,500	19,913	3,822,913	228.8	---	---	---	---	---	
30 Sep. '59	138.0	---	---	---	52	24	South Western	6,901,497	---	---	---	built and own'd by State.	---	---	---	138.0	---	832,343	454,541	---	---	
ILLINOIS.																						
31 Dec. '65	250.0	---	---	---	60	32	Chicago and Alton	8,208,919	---	1,699,205	4,908,600	4,019,000	489,226	10,008,224	250.0	1,450,280	3,540,092	1,832,517	77	---		
30 Apr. '65	317.0	83.0	47.0	---	105	46	Chicago and Burlington and Quincy	12,837,020	2,518,233	1,306,347	5,876,510	5,924,969	529,259	16,464,205	400.0	1,963,105	5,728,910	2,752,273	20	---		
31 May, '65	242.0	688.0	---	---	154	94	Chicago and Northwestern	37,322,791	---	2,356,690	26,155,641	12,020,483	825,398	39,680,452	630.0	---	6,820,759	1,802,272	---	---		
31 Mar. '65	181.8	---	---	---	59	69	Chicago and Rock Island	7,894,923	---	1,679,959	6,000,000	1,450,500	---	9,484,582	223.4	1,212,654	3,359,391	1,891,706	6	---		
31 May, '63	174.5	5.5	14.3	---	21	22	Great Western	4,039,561	---	---	1,648,581	2,350,000	---	4,214,342	180.0	---	742,097	377,478	---	---		
31 Dec. '65	454.8	252.5	---	---	148	78	Illinois Central	30,529,844	---	---	23,374,406	13,231,500	---	40,668,060	708.3	3,507,466	7,181,203	2,174,924	10	---		
1 Jun. '65	111.0	---	---	---	15	14	Toledo, Peoria & Warsaw	3,850,865	---	464,000	2,655,955	1,391,000	---	4,344,955	111.0	---	439,574	210,960	---	---		
31 Dec. '64	195.0	14	12.2	---	42	28	St. Louis, Alton & Terre Haute	10,700,000	---	---	4,000,000	6,700,000	---	10,700,000	209.0	---	2,084,074	503,767	---	---		
INDIANA.																						
31 Aug. '65	132.0	---	---	---	14	10	Cincinnati and Chicago	2,080,433	---	---	---	1,106,879	1,008,125	---	4,562	---	---	---	---	---	---	
31 Dec. '62	72.4	---	---	---	19	17	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	---	2,726,187	132.0	246,145	559,128	246,720	---	---		
31 Dec. '65	89.8	20.2	---	---	23	19	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	---	442,593	158,541	---	---		
31 Dec. '64	84.0	---	---	---	15	---	Cincinnati and Cincinnati	2,497,952	540,043	26,639	1,639,890	1,862,284	140,659	3,455,108	110.0	---	445,358	230,534	---	---		
1 Dec. '62	78.0	---	---	---	15	14	Ind., Pittsburg and Cleveland	2,735,556	---	240,222	1,872,000	997,000	---	2,975,878	84.0	334,539	771,763	307,632	---	---		
31 Mar. '64	86.0	46.0	---	---	17	10	Jeffersonville	1,549,518	---	278,534	1,015,907	621,000	---	2,175,225	103.0	312,869	627,863	265,156	---	---		
30 Nov. '65	73.0	---	---	---	26	23	Indianapolis and Madison	1,464,347	---	---	819,800	640,000	---	1,538,755	132.0	---	316,172	171,941	6	---		
30 Nov. '65	73.0	---	---	---	26	23	Louisv. N. Albany & Chicago	6,000,000	---	---	2,800,000	3,000,000	2,000,000	6,000,000	288.0	---	645,327	371,401	---	---		
30 Nov. '65	73.0	---	---	---	26	23	Terre Haute and Indianapolis	1,988,160	---	967,278	1,925,150	60,000	---	2,185,000	73.0	411,278	1,248,726	595,371	12	---		
IOWA.																						
30 Apr. '65	75.5	---	---	176.5	---	---	Burlington and Missouri River	2,803,589	173,787	152,106	1,497,947	1,843,870	87,964	2,929,782	75.5	112,134	431,606	155,347	---	---		
31 Dec. '64	100.0	---	---	220.0	11	7	Dubuque and Sioux City	4,473,123	63,951	---	3,439,399	960,000	27,364	4,891,849	100.0	200,313	412,156	162,268	---	---		
1 Jun. '58	35.5	---	---	101.3	4	4	Keok. Ft. Desmoines & Minn.	1,037,876	82,499	---	921,449	670,000	---	---	35.5	11 mo's	488,821	21,556	---	---		
30 Jun. '65	135.0	95.0	---	312.0	---	---	Mississippi and Missouri	10,715,562	---	---	3,452,300	7,145,262	118,000	10,715,562	230.0	---	---	---	---	---		
KENTUCKY.																						
31 Oct. '59	80.0	---	---	---	---	---	Covington and Lexington	3,743,971	276,024	---	1,582,169	2,030,000	387,592	4,375,993	111.8	---	428,408	227,534	---	---		
30 Jun. '65	29.0	---	---	3.1	---	---	Lexington and Frankfort	605,298	62,300	---	514,673	72,000	---	735,513	29.0	236,061	153,463	63,774	7	---		
30 Jun. '65	65.1	---	---	5.4	---	---	Louisville and Frankfort	1,532,045	126,735	12,200	1,109,594	276,000	---	1,713,324	65.1	---	419,548	139,517	6	---		
30 Jun. '65	155.0	101.0	21.3	47.6	60	42	Louisville and Nashville	9,665,994	---	---	5,627,871	3,297,000	39,307	12,678,715	300.0	983,047	4,314,540	2,172,516	8	---		
LOUISIANA.																						
31 Dec. '60	80.0	---	---	178.0	12	12	N. O. Opelousas and Gr. West'n	3,954,420	505,260	---	3,242,318	566,000	339,297	5,855,320	80.0	190,204	481,922	228,649	---	---		
31 Mar. '61	30.0	---	---	205.0	46	37	N. O. Jackson and Gr. Northern	5,570,452	1,040,762	---	2,665,000	1,160,717	---	---	205.0	---	1,282,624	556,434	---	---		
31 Aug. '60	53.7	---	---	136.3	---	---	Vicksburg, Shreveport & Texas	1,662,691	---	---	1,253,015	248,969	108,434	1,710,819	53.7	---	---	---	---	---		
MICHIGAN.																						
30 Sep. '62	57.																					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "Not Running" (—) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				or projected.	Equipment.			Companies.	Abstract of Balance Sheet.							Earnings.					Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Engines.		Passenger.	Freight, etc.	Property and Assets.			Liabilities.			Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.			
								Railroad and Appurtenances.		Rolling Stock.	Other Assets.	Share Capital paid in.	Borrowed and Mortgage Debt.				Other Liabilities.	Gross.		Net.		
M.	M.	M.	M.	No.	No.	No.	\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	P. c.				
MAINE.																						
30 Nov. '62	55.0			6	4	74	Androscooggin	1,050,000			151,833	444,638	205,584	757,381	36.5	76,344	79,761	42,461				
30 Jun. '62	149.0		26.0	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,068,491		7,953,475	149.0	oper. by	172,113	91,487	45			
30 Sep. '61	63.0	9.5	8.0	12	11	120	Kennebec and Portland	2,871,264			1,287,779		271,148	2,990,996	109.5	139,953	172,113					
31 May, '63	99.7	9.5		13	20	231	Maine Central	4,211,874			21,925	3,068,491	139,952	4,259,308	109.2	186,240	323,032	174,028				
31 May, '63	51.8			12	4	119	Portland, Saco and Portsmouth	1,491,207			1,600,000			1,690,004	51.3	161,056	450,222	236,767	6			
May, '69	37.0						Somerset and Kennebec	783,763			169,200	556,600			37.0		55,403	28,404	100			
MARYLAND.																						
30 Sep. '63	279.6	7.2		225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,283	16,151,962	10,112,584	897,839	36,811,376	286.8	2,938,010	6,509,945	4,544,097	3			
30 Sep. '63	30.0			7	38	167	Washington Branch	1,650,000			1,650,000			2,379,841	39.0		703,123	429,890	44			
31 Dec. '63	138.0	4.0	25.0	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,315,510	1,328,793	8			
MASSACHUSETTS.																						
30 Nov. '64				8			7 Boston, Hartford & Erie	9,971,981	249,748		8,500,000	3,806,000	169,363	12,475,363			650,999	182,610	6			
30 Nov. '64	26.7	1.8	16.8	24	38	534	Boston and Lowell	2,452,248	183,346	360,768	1,850,000	640,000	12,326	2,996,346	70.9	4,321,218	650,999	182,610	20			
30 Nov. '64	74.3	8.8	51.1	36	78	720	Boston and Maine	3,884,161	476,975		4,076,974			4,911,728	164.3	737,505	1,272,600	443,232	8			
30 Nov. '64	47.0	7.0	32.5	28	39	859	Boston and Providence	3,392,600	207,400		3,600,000		21,500	4,218,927	61.8	450,096	1,221,104	366,332	10			
30 Nov. '64	44.6	24.0	60.8	32	69	809	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000		765,740	5,913,757	83.6	669,234	1,697,164	537,067	10			
30 Nov. '64	46.0	1.1	2.7	7	15	41	Cape Cod Branch (par 80)	907,760	123,865		881,666	102,900		1,103,581	47.1	82,108	161,203	78,265	63			
30 Nov. '64	50.0	2.4	9.6	12	23	158	Connecticut River	1,614,376	187,590		1,591,100	250,000		2,079,944	52.4	223,315	472,321	165,932	6			
30 Nov. '64	44.2	30.6	27.5	31	74	469	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	5,069,400	89.0	527,236	1,040,189	460,423	6			
30 Nov. '64	51.0	42.5	75.8	25	36	457	Fitchburg	3,189,851	350,149		3,540,000			3,846,885	93.4	434,922	868,352	309,341	5			
30 Nov. '64	12.4		2.3				Lowell and Lawrence	382,883	30,275		200,000	75,000	3,374	386,912		(Oper. by Boston & Lowell)						
30 Nov. '64	14.5		17.2	10	17	240	Nashua and Lowell	558,919	95,684		600,000		50,465	609,362	71.0	155,647	291,618	63,019	8			
30 Nov. '64	20.1	1.5	1.2	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500		719,500	36.7	54,272	220,820	43,527	7			
30 Nov. '64	33.0		0.7	5	6	25	N. York and Boston Air Line	1,314,916	82,890		788,047	1,072,900	187,500	2,048,537	36.7	94,748	83,492					
30 Nov. '64	48.6	8.8	27.5	26	68	488	Old Colony and Fall River	3,923,876	334,503		3,609,600	462,000	451,350	4,512,950	107.3	510,010	964,080	469,932	8			
30 Nov. '64	43.4	1.0	14.9	14	18	163	Providence and Worcester	1,409,307	213,183		1,700,000			1,700,000	44.4	236,408	470,978	169,118	8			
30 Nov. '64	16.9		1.7	3	4	197	Salem and Lowell	382,470	81,543		243,305	226,900	727	470,931		(Oper. by B. & L. Co.)		17,500				
30 Nov. '64	6.1						Troy and Greenfield				923,942	979,308		(Surrendered to the Common wealth.)								
30 Nov. '64	69.3	8.0	6.5	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955		3,995,667	77.3	151,327	300,086	122,397	2			
30 Nov. '64	156.1	17.3	126.6	78	45	1,290	Western (incl. Alb. & W. S. etc.)	16,176,144	1,096,713	5,076,949	5,627,700	6,269,520	453,041	16,348,586	218.0	1,358,514	3,431,584	1,226,658	10			
30 Nov. '64	46.7		9.8	10	12	143	Worcester & Nashua (par 83)	1,164,398		224,309	1,141,000	35,500	62,759	1,388,706	46.7	194,712	431,506	183,750	7			
NEW HAMPSHIRE.																						
31 Mar. '65	93.5		5.6	14	10	232	Boston, Concord and Montreal	2,850,000	*		1,800,000	1,050,000		3,141,091	93.5		408,388	141,407	62			
30 Nov. '64	53.6		8.0	18	16	246	Cheshire	2,703,488	*	4,304,131	2,085,925	679,500		2,765,425	53.6	382,852	539,748	155,896				
31 Mar. '64	34.5			21	22	494	Concord (par 50)	1,500,000	*		1,500,000			1,500,000	61.3		821,985	126,049	8			
31 Mar. '64	29.3		2.8	2			Manchester and Lawrence	1,065,345	*		1,000,000	12,300	20,904	operated by Concord R. R.			90,699		7			
31 Mar. '64	29.3		2.8	2	4	80	Merrimac and Conn. Rivers	698,258	*		595,588	588,000		52.7								
31 Mar. '64	69.2	13.0	12.5	24	14	424	Northern New Hampshire	3,068,400	*		3,068,400	166,500	16,515	3,250,418	82.0		210,265	210,265	7			
30 Apr. '64	24.7		2.2	5	2	60	Sullivan	1,490,780	*		500,000	760,000		24.7	oper. by Vermont Central.							
NEW JERSEY.																						
31 Dec. '64	64.2	11.0	8.1				Belvidere Delaware	3,386,295	*		997,112	2,193,000	252,584	3,442,697	75.2		501,886	146,101				
31 Dec. '64	63.9	32.3		8.0			Camden and Amboy	8,502,296	*	4,304,131	4,472,406	10,264,463		124.2			5,799,980	1,140,788	95			
31 Dec. '64	60.2						Camden and Atlantic	1,811,414	*		1,062,243	1,035,276	123,960	2,221,449	60.2		231,469	71,106				
31 Dec. '64	64.0	26	61.0	59	34	908	Central of New Jersey	9,203,924	1,075,538	582,047	6,500,000	2,000,000	477,233	9,764,509	90.0	948,218	2,537,184	1,305,630	20			
31 Dec. '64	58.0			45.3	24	478	Morris and Essex	4,057,276	*		56,000	3,041,950	1,164,500	31,200	4,538,916	58.0	270,000	670,764	171,755	7		
31 Dec. '64	31.8						New Jersey	3,903,171	738,184	1,798,064	5,000,000	808,000		6,434,399	33.8	654,192	1,875,981	808,323	10			
31 Dec. '64	21.3						Northern New Jersey	452,116	*		158,300	200,000	45,072	463,572	21.3	99,787	146,936	29,300				
31 Dec. '64							Raritan and Delaware Bay	2,566,481	*		2,360,700	1,534,000	544,426	4,440,026			229,476					
31 Dec. '64	18.2						Warren	2,008,300	*		1,408,300	600,000		2,608,300	18.2		290,022	130,510	64			
31 Dec. '64	38.5			47			West Jersey	1,461,249	*		588,400	700,000		1,288,400			207,952	91,544				
NEW YORK.																						
30 Sep. '65	82.0		4.5	58.0	9	12	153	Albany & Susquehanna	3,183,066	198,809		1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064			
30 Sep. '65	48.9		3.1		8	8	140	Atlantic and Great Western	2,651,285	388,059		919,153	1,777,500	156,417	3,039,343	48.9	166,207	458,441	80,873			
30 Sep. '64	142.0		13.0		28	41		Buffalo, New York and Erie	3,269,088			850,000	2,395,000	1,070	3,369,088	180.3	640,814	1,030,232	loss	109		
30 Sep. '64	88.3		18.5		35	35	608	Buffalo and State Line	2,267,838	516,576	189,000	2,200,000	1,200,000		3,690,000	88.3	645,234	1,946,466	769,028	10		
31 Dec. '64	460.0	97.0	335.5		276	114	4,600	Erie	42,816,653		4,104	24,935,802	17,823,400	1,067,088	45,045,284	507.0	6,916,324	13,439,643	4,594,725	8		
30 Sep. '64	144.0		128.2		71	164	671	Hudson River	18,063,424	1,616,413		6,218,042	7,787,680	1,167	14,669,547	150.0	1,396,293	4,132,600				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.		Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.		Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.	
								Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.									
	M.	M.	M.	M.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. C.		
PENNSYLVANIA.																						
31 Jan. '86	44.0			136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892			
31 Oct. '85	93.0	32.2	21.5		24	4	408	Atlantic and Great Western	10,500,000			5,971,301	3,936,400	596,763	10,505,054	146.7	8,056,375	1,461,278	579,399			
31 Oct. '85	65.0	2.5	4.0		21	9	413	Catawba	3,634,000			3,350,000	279,000		3,629,000	69.8	240,418	370,223	149,587	40		
30 Sep. '85	74.0		5.4		13	12	106	Cumberland Valley	1,582,937		519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	461,711	140,779	8	83	
31 Oct. '85	113.0	4.0	59.0		85	17	3,070	Del., Lackawanna and West'n	7,588,706	2,668,113		10,247,050	3,491,500	742,585	14,481,135	204.6	1,437,353	1,733,320	38,671	15	130	
31 Oct. '85	36.0	1.7	7.7		9	6	88	East Pennsylvania	1,273,765	161,589		604,400	598,400	44,885	1,247,688	37.7	161,484	380,743	201,072			
31 Dec. '85	78.0		10.0		18			Elmira and Williamsport	2,620,000			1,000,000	1,620,000	Leased to North. Cen.		302,872	680,973	loss.		5	27	
31 Oct. '85	18.5		8.0					Erie and Northeast	700,000			600,000	400,000		1,000,000	18.5	149,538	454,480	138,683	10		
31 Oct. '85	81.0	2.0	4.3		13	11	349	Erie and Pittsburg	1,696,921	477,016		664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200			
31 Oct. '85	36.0	15.0	17.7					Harrisburg and Lancaster	1,832,550			1,182,550	700,000		1,882,550	64.0	oper. by Penn. R.R. Co.		7	56		
31 Oct. '85	32.0		1.3	44.0	4	2	14	Hempfield	1,616,459	41,341		1,809,565	500,000	109,000	2,409,565	32.0	30,875	53,829	1,195			
31 Oct. '85	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,828			685,130	1,436,082	889,318	2,510,530	58.5	178,778	352,213	75,702		104	
31 Oct. '85	80.0	2.0	34.5		20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714		1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201			
31 Oct. '85	70.0	17.5	64.0		62	12	2,873	Lehigh Valley	7,804,068	2,037,526		6,832,250	1,477,000		8,109,250	87.5	647,080	8,049,860	1,851,630	10	614	
31 Oct. '85	23.3	5.0	8.0					Little Schuylkill	1,466,283			2,646,100	906,000	73,558	3,624,655	oper. by Reading R.R.				8	29	
31 Oct. '85	180.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,708,200			3,708,200			3,708,200					8	55	
31 Oct. '85	55.6	14.2	13.9		23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	213,788	6,629,199	69.8	318,861	675,064	412,253		394	
31 Dec. '85	354.3	33.2	450.5		290	173	4,926	Pennsylvania	28,434,510	3,375,024	14,041,462	20,000,000	18,750,124	8,651,447	46,850,796	821.0	5,846,778	17,459,169	4,189,111	10	56	
31 Oct. '85	17.0	3.0	22.0		18	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,456		1,476,300	183,000		1,659,300	24.0	811,691	656,739	336,376	8	54	
31 Oct. '85	28.3		55.0					Phila. and (Sunbury) Erie	17,632,768			5,669,450	13,000,000	2,000	18,971,450	oper. by Penn. R.R. Co.				32		
30 Nov. '85	93.9	50.5	233.3		254	63	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,661,353	20,240,673	6,900,663		30,808,075	471.8	3,688,309	11,142,519	4,812,271	10	614	
31 Oct. '85	96.0		26.6					Philadelphia and Trenton	1,536,386		245,695	999,200	200,000		1,199,200	28.2	177,433	1,030,432	845,591	10	114	
31 Oct. '85	96.0		83.6		52	85	988	Phila., Wilmington and Balt.	3,632,122	744,425	1,562,695	8,973,300	516,000	452,896	10,669,142	129.0	981,466	5,884,606	1,046,804	10	574	
31 Oct. '85	69.5		11.4	89.5	12	11	84	Pittsburg and Connellsville	2,561,684	198,520		1,774,772	1,600,000	64,208	3,784,101	72.0	372,638	394,363	130,661		9	
31 Dec. '85	493.5		108.5		187	99	2,020	Pittsburg, Ft. Wayne & Chicago	21,164,330			8,151,126	12,657,660		23,942,670	468.3	3,940,773	7,120,466	3,019,667	10	92	
31 Dec. '85	23.0		6.2		8			Shamokin Valley & Pottsville	1,178,773	112,824		509,000	791,597	Leas'd to North. Cen.		144,066	816,498	116,006	4			
31 Oct. '85	26.4		3.3		13	31		Westchester & Philadelphia	1,831,840	145,557		684,036	962,800	130,840	1,777,176	26.4	138,578	847,240	200,596			
31 Oct. '85	30.6		4.4		7	3	223	Thioga	821,200	212,788		437,800	328,000		790,092	30.6	112,409	308,228	128,826	4	43	
RHODE ISLAND.																						
31 Aug. '64	50.0		2.0		16	16	103	N. Y., Providence and Boston	2,168,000			1,508,000	250,000			62.0	321,000	557,587	254,508	12	1104	
SOUTH CAROLINA.																						
31 Dec. '85	54.9			47.4	4	3	21	Charlotte and Savannah	801,615		34,372	250,000	706,285	195,266	197,905	1,009,536	51.9					
31 Dec. '85	109.6				13	9	176	Charlotte and South Carolina	1,719,045			1,201,000	518,000			109.6		283,268	151,556	6		
1 Jan. '86	143.2	21.3						Greenville and Columbia	2,439,769		324,161		1,429,008	1,145,000	345,546		164.5		341,190	125,871		
28 Feb. '86	102.0							North-Eastern	2,011,652				955,743	960,410	108,172	2,057,326	102.0		220,014	96,145		
31 Dec. '85	136.0	106.0			44	28	252	South Carolina	8,820,883	466,408	511,266	5,819,275	3,071,000	711,297	9,798,557	242.0		418,767	196,985			
TENNESSEE.																						
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439		58,183		605,214	514,000	99,110	1,187,707	47.6		29,967	19,187		
1899	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,397			1,259,673	2,020,000	200,000		140.0		318,178	187,466			
1899	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,938	156,264		536,654	1,902,000	390,407		130.3	160,142	297,806	149,167			
1899	271.6	19.4	20.0		43	87	607	Memphis and Charleston	8,866,573	878,069	129,364	3,909,949	2,659,000	290,112	7,627,797	291.0		1,686,096	873,697			
1899	271.6	16.0	20.0		9	5	242	Memphis and Ohio	2,269,287	141,144		570,000	1,361,000	145,000								
1899	100.0		30.8	56.8				Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000									
1899	59.0		40.1	7	5		119	Mississippi and Tennessee	1,137,400			798,285	564,949	519,518		59.4	69,870	177,256	60,029			
1899	47.4		2.3		4	6	4	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,175	83,129	44,666			
1899	34.2				12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892			
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,852,892			2,066,544	1,781,000			159.0		734,118	337,384	6		
1899								Nashville and Northwestern														
1899	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		596,922	860,000	204,544		45.8	57,950	127,953	87,243			
1899	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248				
TEXAS, (all aided by State).																						
— '65	32.0							Buffalo Bayou, Braz. & Col'r'do									32.0					
— '65	56.0							Galveston, Houston & Henderson									56.0					
— '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275,000	240,000	171,560		50.0	31,300	32,670				
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345			455,000	975,000	369,000		70.0	102,200	282,946	196,596			
— '60	25.0			110.0				San Antonio & Mexican Gulf								25.0						
VERMONT.																						
31 May '85	110.3		6.6		9	8	280	Connect. & Passumpsic Rivers	2,880,277			1,879,600	638,500		3,063,466	105.0	164,794	423,180	184,470			
31 Aug. '83	119.6		16.0		26	25	558	Rutland and Burlington	3,961,705	556,275		2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163			
31 Aug. '83	82.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	266,683		1,097,000			1,306,683	62.6	136,761	185,474	67			

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd).	2,494,900	8	8	—
Baltimore and Ohio, (pref.)	8,000,000	7	7	—
Berkshire (guarantied)	600,000	7	7	—
Boston, Concord & Montreal (pref.)	1,340,400	6	60	—
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	—
Camden & Atlantic (preferred)	620,800	7	30	—
Catawba (preferred)	1,150,000	7	29 1/2	—
Chemung (guarantied)	380,000	—	—	—
Cayuga & Susquehanna (guarant.)	343,500	—	—	—
Cheshire (preferred)	2,017,925	7	45	—
Chicago & Alton (preferred)	2,425,400	7	96	—
Chicago & Northwestern (pref.)	12,994,720	7	96 1/2	—
Coecheho (preferred)	177,750	8	—	—
Ot. & Passumpsic Rivers, (pref.)	1,514,300	10	70	—
Cumberland Valley (1st preferred)	241,900	8	8	—
" (2d preferred)	243,000	8	8	—
Detroit & Milwaukee (preferred)	1,500,000	—	—	—
Dubuque & Sioux City (preferred)	1,975,968	7	34 1/2	75 1/2
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	—
Elmira & Williamport (preferred)	500,000	—	—	—
Erie (preferred)	8,535,700	7	77	—
Hannibal & St. Joseph (preferred)	5,253,856	7	52 1/2	—
Harrisburg & Lancaster (guar.)	1,182,100	7	7	—
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	—
Kennebec & Portland (preferred)	372,000	6	—	—
Lackawanna & Bloomsburg (pref.)	500,000	7	—	—
Marquette & Cincinnati (1st pref.)	6,205,475	7	3	50
" (2d pref.)	8,819,772	7	3	27
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	97
" (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,400,000	7	7	55
New Haven & Northampton (guar.)	1,010,000	—	4	—
New York & Harlem (preferred)	1,500,000	8	—	—
Niagara Br. & Canandaigua (guar.)	1,000,000	6	—	—
Paterson & Hudson (guarantied)	630,000	—	8	—
Paterson & Ramapo (guarantied)	248,000	—	8 1/2	—
Peoria & Bureau Valley (guar.)	1,200,000	—	—	—
Philadelphia & Reading (pref.)	1,551,300	7	7	—
Philadelphia & Trenton (guar.)	1,000,000	—	10	—
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	80 1/2
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port, Sauc. & Portsmouth (guar.)	1,500,000	6	6	—
Rutland & Burlington (preferred)	382,700	8	—	—
" (preferred)	608,176	6	—	—
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67 1/2
Toledo & Wabash (preferred)	984,700	7	7	65
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	7	—
" (2d pref.)	904,478	7	7	—
Troy & Greenbush (guarantied)	274,400	6	6	52 1/2
Vermont & Canada, (guarantied)	1,600,000	8	8	—
Warren (guarantied)	1,408,300	7	7	—
White Mountains (guarantied)	290,000	6	6	—
Wrightsv., Y. & Gettysburg (guar.)	817,950	2	2	—

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,557,343	6 J. & J.	1896	90 1/2	
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qrly.	1870	—	
" sterling	4,376,000	5	1890	—	
Preferred bonds	1,700,000	6	18	—	
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	78 1/2	
Delaware & Hudson:					
Mortgage	600,000	6 M. & S.	1870	110	
Delaware & Baritan:					
See Camden & Amb. R.R.					
Erie and Penn.:					
Bonds	752,000	7 J. & J.	1865	—	
Interest Certificates	161,960	6	1868	—	
Lehigh Navigation:					
1st Mortgage	414,608	6 M. & S.	1870	93 1/2	
Six per cent. Loan	2,672,948	6 A. & O.	1884	87	
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863	—	
2d Mortgage	57,000	6	1865	—	
Morris:					
1st Mortgage	465,500	6 A. & O.	1876	95	
2d Mortgage	295,750	6	1882	90	
Boat Loan	99,882	6	—	—	
North Branch:					
1st Mortgage	500,000	6 M. & N.	1876	80	
Schuylkill Navigation:					
1st Mortgage	1,764,550	6 M. & S.	1872	84	
2d Mortgage	3,980,070	6 J. & J.	1882	75	
Improvement	1,001,970	6 M. & N.	1876	69	
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5 J. & J.	1865	—	
Md. st. loan converted	260,376	5	1865	—	
Mortgage bonds	998,000	6	1878	60	
Preferred Interest b'ds.	227,509	6	1878	24	
Union, (Pa.)					
1st Mortgage	5,000,000	6 M. & N.	1883	25	
West Branch & Susquehanna:					
1st Mortgage, s'k'g fund	450,000	6 J. & J.	1878	82 1/2	
Wyoming Valley:					
1st Mortgage	600,000	6 J. & J.	1878	80	

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	—	53 1/2
Chesapeake and Ohio	100	8,228,595	—	—
Delaware Division	100	1,633,350	—	50
Delaware and Hudson	100	10,000,000	10	135
Delaware and Baritan	100	2,298,400	10	—
Erie of Pennsylvania	50	64,000	—	—
Illinois and Michigan	—	—	—	—
Lehigh Navigation	50	5,104,050	6	55
Monongahela Navigation	50	726,800	3	—
Morris, (consolidated)	100	1,025,000	5	70
" (preferred)	100	1,175,000	10	115
North Branch	100	—	—	—
Sault Ste Marie	100	—	—	—
Schuylkill Navigation (consolid.)	50	1,908,207	28 1/2	—
" (preferred)	50	2,888,988	32 1/2	—
Susquehanna and Tide Water	50	2,048,200	15 1/2	—
Union	—	—	—	—
Union (preferred)	50	2,787,000	—	—
West Branch and Susquehanna	100	1,100,000	6	25
Wyoming Valley	50	750,000	18	58 1/2

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 1/2 cents per lb.; Pig, 40 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1 (cash)	per ton 42 @ 45
Pig, American, No. 1	40 @ 43
Bar, Refined, English	97 @ 105
Bar, Sweden, assorted sizes (in gold)	97 @ 105
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.	
English, Cast (1st & 2d q'ty.)	per lb. 17 @ 22
English Spring (1st & 2d q'ty.)	11 @ 12
English Blister (1st & 2d q'ty.)	12 @ 19
English Machinery	13 1/2 @ 15
German Machinery	14 1/2 @ 16 1/2
American, Blister	11 @ 13
American, Cast, Hammered	17 @ 21
American, Cast, Rolled	12 @ 14
American Spring	10 @ 12
American Machinery	13 @ 14
Milan (in bond)	— @ —
COPPER—Duty: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 85 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 1/2 cents per lb.	
Sheathing, New (suits)	per lb. — @ 45
Sheathing, Yellow	— @ 34
Pig, Ohio	— @ —
Bolts	— @ 45
Braziers	— @ 45
American Ingot (cash)	28 @ 30
LEAD—Duty: Pig, 2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena	per 100 lb. — @ —
Spanish	8 20 @ 8 50
German Refined	8 20 @ 8 50
English	8 20 @ 8 50
Bar	per lb. — @ 9
Pipe and Sheet	— @ 11 1/2
TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2 1/2 cents per lb.	
Banco	per lb. — @ 24
Straits	23 @ 23 1/2
English	22 @ —
Plates, Charcoal I. C.	per box 13 @ 14
Plates, I. C. Coke	11 25 @ 12 50
Terne, Coke	9 50 @ 9 75
Terne, Charcoal	12 50 @ 13
NAILS—Duty: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash).	
Cut, 4d. @ 6d. (cash)	per 100 lb. 6 50 @ 7
Clinch (cash)	8 50 @ 9
Copper	— @ 50
Ausable Horse, Norway Iron, Forged	— @ 35
Zinc Nails (6 mos.)	— @ 20
PETROLEUM—Duty: Crude, 20 cents; Refined, 40 cents per gallon.	
Crude, 40 @ 47 gravity	24 @ 24 1/2
Ref'd, free, L.S. to pr. Wh. (110 @ 120 test)	78 @ 74
Ref'd, in bd. L.S. to pr. Wh. (110 @ 120 test)	— @ —
Naphtha, Refined (60 @ 68 gravity)	40 @ 41

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 18.						
	Th 12.	F. 13	Sat 14.	M. 16	Tu 17.	W. 18
Atlantic M. S. S. Co.	128	129	132	131	133	131
At. & Gt. W. (O) 1st m't.						
Buffalo, N. Y. & E., 1M.			94			
California 7s	107					
Canton Co.	51½	52½	52½	52½	52	52
Central Am. Transit.		88	88		88	88½
Chicago & Alton			96			
" " pref.	94½					
" " 1 M.						
" " S. F.						
" " Inc. b'ds						
Chicago, Burl. & Q.						
" " S. p. c.					108	
Chic. & Northwest'n.	26½	26½	26½	26½	27	27
" " pref.	55½	55½	55½	55½	56½	56½
" " 1st M.					83	
" " 2d M.						
" " S. F.						
" " A. B.						
" " I. B.						
Chicago & Rock Isl.	119	119	119½	119½	120½	119
" " 1st M. '70.						
Clev., Col. and Cin.			114½			
Clev. and Pittsburgh.	80½	80½	80½		82	81½
" " 2 M.						
" " 3 M.						
" " 4 M.						
Clev. and Toledo	111½	111½	111½	104½	103½	101½
" " S. F. 7 p. c.				94	94	
Cumberland Coal, pref	45	45	44	44½	45½	45½
Del. & Hudson Canal	134	134				
Del., Lack. & West.						130
" " 1M. S.p.c. '71-5.						
" " 2M. S.p.c. '81						
Erie	74½	74½	72½	73½	74½	74½
" pref.				78	78	78
" 1 M. 7 p. c. '67.						
" 2 M. 7 p. c. '79.					100	100
" 3 M. 7 p. c. '83.		95				
" 4 M. 7 p. c. '80.			92			91
" 5 M. 7 p. c. '88.			93			
Galena and Chicago.						
" 1M. 7p.c. '82					97	
Hann. & St. Joseph.						
" " pref.						
" " bonds.						
Hudson River	107½x	110½	100½	108½	109	108½
" scrip.						
" 1M. 7p.c. '69.				102		
" 2M. S. F.	101½					
" 3M. 7p.c. '75						
" conv. bonds.					99	
Illinois Central	115	115	114	115		
" Can. b'ds.						
" bonds.						
Marietta & Cin. 1st pref.						
" " 2d						
" " 1st mort.						
Mariposa Mining Co.		13	12½	13½	13½	12½
Michigan Central.	108½					
" S.F. S.p.c. '82						
" conv. S.p.c. '69						
M. S. and N. I.	80½	80½	80½	79½	79½	80½
" " guard.						
" " 1M. S.F.			95			
" " 2 M.						
Mil. and P. du Chien.						
" " 1st pref.						
" " 2d pref.						
" " 1st M.						
Minnesota Mining Co.						
Miss. & Mo.				50		
" L.G. bonds.						
Missouri 6s	72½	73½	72½	73½	73½	74
" iss. to H. & St. J. R.			76½		76	
" Pacific		73				
New York Central.	92½	92½	92½	93	92½	92½
" Real Estate.						
" 7s, S. F. '70.						
" 7s, conv. '78.	101½					
" 6s, S. F. '83.						
" 6s, S. F. '87.				90		
N. York & Harlem						
" " pref.						100
" " 1M. 7p.c. '73						
" " 2M. 7p.c. '84						
" " 3M. 7p.c. '67						
North Carolina 6s.	84	84	84	84		84
Ohio & Miss. cer.	25	26½	26½	26½	25	25½
" pref.						
Pacific Mail S.S. Co.		22½				230
Panama						
Penn'a Coal Co.		105½	104½	104½	104½	108
Phila. and Reading.	102½				91½	9½
Pitts. Ft. W. & Chicago.	90½x	91½	91½			
" 1M. 97½				97½		
" 2M. 92					92½	
" 3M.						
Quicksilver Mining Co.	45½	48	51½	54½	55½	52
St. L., Alton & T. H.	81	83	83	83	84	
" pref.		62½		63	65	60½
" 1M.						
" 2M. pref.				75		
" Inc. b'ds					90	91
Tennessee 6s. 1890.	90	90	90½	90½	90	91
Tol. Wab. & Western.		32½	35	37	36	36
" Pref.	65					
" 1M. ex.				72		75½
" 2M.						
" Int. b'ds						
Virginia 6s.	68			68	68½	

New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 18.

Th 12 F.13 Sat.14 M.16 Tu.17 W.18

FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	---	---	---	---	---
U. S. 5s, 1871, coup.	---	---	---	---	---
U. S. 5s, 1874, reg.	---	---	---	---	---
U. S. 5s, 1874, coup.	---	94	---	94	---
U. S. 5s, 1880, coup.	---	---	---	---	---
U. S. 5s, 10-40s, coup.	91	92	92	93	92
U. S. 5s, 10-40s, reg.	---	---	---	---	92
U. S. 5s, 1881, reg.	104	---	---	---	---
U. S. 5s, 1881, coup.	104	104	---	103	105
U. S. 5s, '81, O. W. L. y.	---	---	---	---	---
U. S. 5s, 1881, " 4y.	---	---	---	---	---
U. S. 5s, 1887, reg.	---	---	---	---	119
U. S. 5s, 1888, reg.	115	---	---	---	---
U. S. 5s, 1888, coup.	---	---	115	---	---
U. S. 5s, 1 year cert.	---	---	---	---	---
U. S. 5s, 5-20s, c. 1882. 105	103	103	103	104	104
U. S. 5s, 5-20s, c. 1884	104	103	104	104	104
U. S. 5s, 5-20s, c. 1885	104	104	---	104	---
U. S. 5s, " reg.	103	100	---	---	---
7.30 Notes, 1st series. 100	---	100	100	101	101
" " 2d series. 100	100	100	100	100	101
" " 3d series. 100	100	100	100	100	100
American Gold. 127	---	---	125	---	126

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apr. 17.

W.11. Th.12. F.13. Sat.14. M.16. Tu.17

Cattawissa	33	---	---	---	---
" preferred	20	31	31	30	31
Camden & Amboy	118	---	---	117	---
" " 6s, '87	---	---	---	97	---
" " 6s, '70	---	---	---	---	---
" " 6s, '75	---	---	---	---	---
" " 6s, '83, 85	---	---	---	---	---
" " 6s, '82	---	---	---	---	---
" mort. 6s, '89	95	94	94	---	95
Chester & Del. Canal 6s '86	---	---	---	---	---
Del. Div. Canal	40	45	45	46	50
Elmira & Wmport	---	---	---	---	---
" " pref.	---	41	---	---	---
" " 7s	93	93	---	---	---
Lehigh Navigation	54	54	54	55	54
" " 6s, '70	93	---	---	---	---
" " 6s, '84	87	---	---	87	---
Lehigh Valley R. R.	61	61	61	---	61
" " 6s	---	---	---	93	---
Little Schuylkill R. R.	---	---	---	20	---
" " 7s	---	---	---	---	---
Long Island	---	---	---	---	---
" 6s	---	---	---	---	---
Minehill	55	---	---	55	---
Morris Canal	---	---	---	---	---
" " pref.	---	---	---	---	---
" " 6s, '70	---	---	---	---	---
North Pennsylvania	---	---	---	38	30
" " 6s	85	---	---	---	---
" " 10s	---	---	---	---	---
Northern Central	45	45	---	---	45
Pennsylvania R. R.	56	57	56	55	56
" 1st m.	---	---	---	100	---
" 2d m.	---	92	---	92	96
Penn. State, 5s	88	86	---	86	87
" 5s, coupon	---	---	---	---	---
" 6s, W. L.	99	---	---	100	99
Philadelphia City, 6s	87	87	---	---	88
" " new	92	92	92	92	92
Philad. Germ. & Nor.	---	---	---	54	---
Phila. & Reading	51	51	52	51	52
" " 6s, '88	---	---	---	---	---
" " 6s, '70	---	---	---	87	---
Philadelphia & Erie	33	32	32	32	32
" " 6s	95	90	80	---	---
Philad. & Sunbury, 7s	---	---	---	---	---
Schuylkill Navigation	---	---	---	23	---
" " pref.	30	30	31	51	31
" " 6s, '82	---	---	---	---	---
" " 6s, '76	---	---	---	---	---
" " 6s, '72	---	---	84	84	---
Susq. Canal	14	14	15	---	15
" " 6s, '78	---	---	58	---	60
Union Canal, pref.	---	---	5	---	---
" " 6s, '83	---	---	---	25	---
West Br. Canal 6s '78	---	---	---	---	82
Wyoming Valley Canal	---	---	---	---	---
" bonds	---	---	---	---	---
Hestonville, (Horse) 43	---	43	44	43	40
Chestnut & Wal.	---	---	---	50	---
Green & Coates, "	---	---	---	---	---
2d and 3d streets, "	70	---	70	---	---
Spruce & Pine, "	---	---	---	---	85

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apr. 17.

W.11. Th.12. F.13. Sat.14. M.16. Tu.17

Baltimore City 6s, 1875	---	96	---	96	---
" " 1880	99	---	---	---	---
" " 1870	---	---	---	---	---
" " 1890-100	---	99	99	99	99
Balt. and Ohio	---	---	---	---	---
" " b'ds, '82	---	---	---	---	---
" " " '87	---	---	---	---	---
" " " '75	94	---	---	94	---
" " " '80	---	---	---	94	---
" " " '85	94	---	---	---	---
Northern Central	45	45	---	---	45
" " b'ds, '85	84	---	84	---	83
" " " '95	---	---	---	---	---
City Passenger R. R.	---	---	---	---	---

Boston Stock Exchange.

Actual Sale Prices for the week ending Apr. 18.

Th. 12 F.13 Sat.14. M.16. Tu.17 W.18

Boston and Lowell	96	---	97	---	96
Boston and Maine	122	123	123	---	---
Boston and Providence	---	---	---	---	134
Boston and Worcester	---	---	---	---	134
Cheshire, pref.	45	45	45	---	---
Concord	67	---	67	---	67
Connecticut River	---	---	---	---	105
Eastern, Mass.	101	---	101	101	---
Eastern, N. H.	101	100	---	---	---
Fitchburg	107	---	107	---	107
Manchester & Law'ce	108	---	---	---	---
Michigan Central	103	---	---	---	101
Northern, N. H.	92	92	92	---	92
Old Colony and Fall R.	105	---	---	---	104
Ph. Wil. & Baltimore	57	58	58	58	58
Port'd, Saco & Ports.	100	---	---	---	---
Vermont & Canada	---	96	---	---	---
Vermont & Mass.	43	43	44	44	44
Western	136	136	135	---	---
Broadway (Horse)	---	---	---	---	---
Cambridge	---	---	---	---	91
Metropolitan	40	40	40	40	---
Middlesex	---	---	---	---	---
Central Mining Co.	---	---	---	---	---
Copper Falls	45	45	44	44	44
Franklin	43	44	44	---	43
Huron	---	45	---	---	---
Isle Royale	12	---	---	---	---
National	---	---	---	---	---
Minnesota	---	15	14	15	15
Pawabic	56	36	---	---	34
Pittsburg	---	47	---	47	---
Quincy	---	48	46	---	45
Rockland	---	---	2	3	3

London Stock Exchange.

The following were the closing prices for American Securities on the 3rd of April.

United States 6s, 1881	---	to	---
Do. 5s, 1874	---	---	---
Do. 6s, 5-20s, 1882	---	71	71
Virginia State 5s	---	55	58
Do. 6 per cent.	---	51	52
Atlantic and Great Western,	---	---	---
N. Y. sec. 1st mort., 1880, 7 per cent.	71	75	75
Do. 2d mort., 1881	73	73	73
Pennsylvania, 1st mort., 1877	73	75	75
Do. 2d mort., 1882	73	75	75
Erie shares, \$100 (all paid)	55	56	56
Do. 7s, preference	---	---	---
Do. 7s, 1st mort., 1867	---	---	---
Do. 7s, 2d mort., 1870	---	---	---
Do. 7s, 3d mort., 1883	---	---	---
Do. 7s, 4th mort.	---	---	---
Do. 7s, 5th mort.	---	---	---
Illinois Central 6s, 1875	81	83	83
Illinois Central 7s, 1875	63	65	65
Do. do. \$100 shares, all paid.	80	81	81
Marietta and Cincinnati Railroad Bonds	68	70	70
Michigan Central 8s, Convertible, 1869	---	---	---
Do. do. S. F. 1st mort., do. '82, x. o.	---	---	---
Michigan S. and N. Indiana 7s, S. F. 1885	---	---	---
Do. do. do. \$100 shares	---	---	---
New York Central 6s, S. F., 1883	---	---	---
Do. do. 7s, 1864	---	---	---
Do. do. 7s, S. F., 1876	---	---	---
Do. do. 7s, Convertible, 1876	---	---	---
Do. do. \$100 shares	65	70	70
Panama, 1st mortgage 7s, 1865	---	---	---
Do. 2d mortgage 7s, 1872	99	101	101
Pennsylvania, 1st mort., 6s, Convertible	---	---	---
Do. 2d mort., 6s, do.	80	82	82
Do. \$50 shares	35	40	40
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	69	71	71

American Railroad Journal.

Saturday, April 21, 1866.

Stock Exchange and Money Market.

Our advices from Europe up to the beginning of the week were confirmatory of our previous intimations that American securities were still popular on the Continental Bourses, remaining firm with an inclination to advance, while other forms of indebtedness of a National character were more or less depressed by the political condition of affairs. The prediction that we were to have considerable amounts of our bonds returned upon this market to be sold at whatever price, has proved to be incorrect, on more occasions than one. For some reason or other, not immediately apparent, there is a class of financial writers who are continually asserting that we are to be over-

whelmed with the sudden return of our stocks from abroad; that the holders are in fact lying in wait to flood us with more than we can carry; and that the deluge of Decullion will be nothing to it. We have waited for some time to see this influx of American bonds, and in vain; and imagine we shall have to wait some time longer. We suppose that the well known facts with regard to the financial condition of the country have had their natural influence on capitalists abroad, as well as at home; for these persons are much alike in their inquiries and convictions, and come to similar conclusions as to the safety of their money, whether it is invested at London, Paris, Hamburg or New York. They have found out that we are at peace, that our war expenditures have ceased, that our revenue is full two hundred millions of dollars in excess of the charges upon it, that no more loans are called for or are anticipated, and that we have turned into the commerce of the world a crop of cotton to the extent of two and a half millions of bales. In addition to this, is the knowledge of a return of the industrial population of the country to their usual labors, the results of which to its accumulations are about six thousand millions a year. We undertake to say, then, that these facts are well understood abroad by those who have been dealing in our securities, that large profits have been made in them by this knowledge, and we doubt not more will still be realised before many months are over. Thus we are not surprised to learn that the 5-20s of 1862 and 1865 have advanced from previous quotations, or that the demand for them continues to be active. As gold declines, and our paper currency improves, these stocks will advance; and we, for our part, do not regret it, as this was the original idea when they were issued; and the belief in them, enabled the Government to obtain the money necessary to sustain itself. We see no objections to the Bondholders reaping the rewards of their patriotic confidence by the rise of their property to its par value; on the contrary we hail it as the just consummation of the national faith.

Exchange has grown a little dearer, under the rumor that the cotton supply was running short, and the stock at the principal ports diminished to a large extent. It is wonderful that these rumor-spreaders will admit there has been any cotton at all raised or exported. Unfortunately for them, the Custom House returns stand in the way of such assertions or they would doubtless be made.

It will be noticed that as our paper currency has improved, the actual value of our exports has increased; the exports for eight months of the fiscal year, from July to February having amounted to \$145,003,628 with gold at such an average as to make the valuation more than during the preceding year at the same period. At the same time the imports have kept up quite as largely as the wants of the country have required, if not more so, the customs received being on the largest scale. Thus we find that during the same period of eight months the amount received was \$188,406,653 against \$92,385,285 the same time during the previous year. The sum actually paid into the New York Custom House alone, up to April 14, is returned at \$107,069,633, while the gold interest paid was \$32,139,670, leaving a large and perceptible margin which tells its own story.

The Money Market retains extraordinary ease

and the report of the Associated Banks for the week ending 14th inst., shows it by the fact that the amount of their loans had increased beyond that of the previous week by the sum of \$1,866,096; and the circulation \$406,920. The plentifulness of money was further indicated by the increase of their deposits by the large sum of \$4,058,508, and the addition of \$2,465,805 in the amount of legal tenders, or money in that form. Their whole loans and deposits are returned at \$224,009,849, their circulation at \$24,553,931, their deposits at \$193,153,469, and their specie on hand at \$11,035,129. From this statement it is apparent that the New York Associated Banks, would under the old rule of having one dollar in specie in hand for three of paper out, be able to resume payment in coin as they stand at the present time. But they would find themselves powerless as long as the whole circulation of the country is as large as it is. It is believed to be nearly as follows:

National bank notes as reported in Jan.	\$213,239,000
State banks	45,000,000
Fractional currency	28,000,000
3 yrs notes used as currency by banks	172,000,000
National bank notes issued since Jan. 1	25,000,000

Total.....\$914,239,000

No amount of specie at present in the Bank vaults or in the Treasury would be adequate to the redemption of more than a tenth of this sum, and we cannot therefore expect any such result. Indeed it will not even be attempted at present. It is, however, equally evident that this volume of paper money is entirely beyond the real business wants of the country, and if maintained will lead to the return of high prices; a consequence to be regretted, and which will again open the door to excessive speculation in the necessities of life already held far beyond their real value. The tendency of prices has been downwards for a number of months past, but the expectation of contraction, and an early resumption of specie payments have accompanied it; if this is positively checked, if it is certain our paper is to be still further swelled, we may positively expect a return to still higher prices, a still further delay in arriving at monetary stability. We have omitted to state the exact amount of our exports for the same periods of 8 months, already used in our estimates. It appears that these exclusive of specie were of the value of \$145,003,628, against \$105,396,413 in 1864, and \$164,258,565 in 1863.

With regard to the local credit of National securities, it is proper to observe that just now the compound interest notes have advanced to par, and are much in request, while the 5-20s are becoming scarce and rule as high as 104 and upwards.

With regard to miscellaneous securities we may remark that the stock market shows a disposition towards greater animation, but speculation nevertheless looks sharper over the movements of well-known operators, than to the intrinsic value of the property in the market. One would think that the values of railways would be easily determinable by the simplest methods. We give cost, liabilities, earnings, these are known from week to week. What is to prevent the careful calculator from forming a correct and reliable opinion as to the value of a stock. And yet who does it. Who really buys or sells in the street on any such principle. On the contrary, is it not true that the

rumor of a combination, a corner, or a deferred dividend is much more eagerly regarded as the cause for an operation, and a reason for a fall or rise.

The stability of National securities, their being beyond the reach of private manipulation or control, their publicity and their open sale do a great deal to give them a preference as an article in the market, and a superiority over all other kinds of monied securities.

We have had occasion frequently of late to notice the great energy and skill with which the managers of the Southern Railroads have employed themselves to restore their companies to vitality, and their roads to their former flourishing condition. The exertions of some of the gentlemen who have taken this work in hand have been really marvellous, and the reports made by them are valuable documents in railroad history. We shall endeavor to give them due publicity in our columns, which is the least they deserve.

While on this subject, we may as well state a most interesting fact which has recently come to our knowledge. There are now resident in this city many Southern gentlemen engaged in various honorable pursuits, some of whom took an active and very distinguished part in the late rebellion. Be this as it may, they have changed their views entirely. In a group of them recently assembled in this city a few evenings since, the most sensible and changed views were freely expressed, regrets at the past, convictions of a great mistake having been committed, and great injustice to the real fairness of the Northern people. It was freely confessed, that the movement at the South was uncalled for, and that all that was got by it was the establishment of a most despotic system, and a tyranny instead of a Government. It was noticeable also, that very liberal views were expressed with regard to the condition of the freedmen and their future advancement, with a determination hereafter to regard the Union as a common and priceless heritage. These views we are happy to learn are beginning to be universal among the best and leading men of the South, and that all attempts to keep up irritation and discontent in that quarter will be treated with marked dislike and contempt. We put this statement on record in the full confidence that we are recording a most important fact.

We always notice with satisfaction the important part which cotton is performing in regulating and advancing our foreign trade. The control of this staple by the people of the United States under their free Government directed by American enterprise, is one of the great elementary powers of the age, and of this continent, especially to control the trade of the world, and worthy of all efforts on our part to retain. During the week ending on Tuesday last, 21,100 bales of the value of \$3,697,518 were shipped from this port. The fortnight's shipments counted 44,242 bales. Since the commencement of the current cotton year we have received in this port, 711,857 bales, and have exported 394,538 bales, the value of this so exported since September 1, is equal to about seventy millions of dollars, a most telling item in our business. We hope to see in the renewed production of this article a most important addition to our commercial strength.

The New York exports, exclusive of specie, for

the week ending April 17, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	\$1,613,293	\$6,267,431
Prev. reported	56,388,554	66,941,941

Since January 1.....\$58,001,847 \$73,209,372

The New York imports compare as follows:

	1865.	1866.
Dry goods.	\$894,134	\$2,003,467
Gen. merchandise	1,498,441	8,757,374

Total for the week	\$3,392,575	\$5,760,841
Prev. reported	35,257,340	87,354,312

Since January 1.....\$37,649,915 \$93,115,153

The balance in the Sub-Treasury on Wednesday was \$92,257,161 35.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Great Eastern, 42½; Morris and Essex, 79; Milwaukee and St. Paul, 42; do., pref., 55; do., 1st mort., 82; New Jersey Central 1st mort., 100; Stonington, 100½; Connecticut 6s, 95; N. Y. 7s, Bounty Loan, 101; do., do., 5s 1874, 89½; do., 6s, 1872, 93½; Rhode Island 6s, 93½; Michigan 7s, War Loan, 93; Brooklyn 6s Water Loan, 93; N. Y. City 6s, 1883, 91; Spring Mt. Coal, 54; Spruce Hill Coal, 6; Ashburton Coal, 14; Wilkesbarre Coal, 48; Pacific Mail Scrip, 202; Cary Imp., 14; Brunswick Land, 10; Union Navigation, 105; Mariposa pref., 23; Boston Water Power, 35; Western Union Tel., 55; Mechanics Bank, 113; Continental Bank, 98; 4th National Bank, 101¼; 9th National Bank, 109; Ocean Bank, 98; Bank of Commonwealth, 103; Bank State of New York, 108; Am. Ex. Bank, 115; Bank of New York, 115; Shoe and Leather Bank, 110; St. Nicholas Bank, 101; Bank of Commerce, 107½; Bank of Republic, 109; Mech. Banking Ass., 108; Peoples' Bank, 108; Merchants Exchange Bank, 105; Central Bank, 112.

Philadelphia.—Pittsburg 5s, 68; Allegheny County 5s, 73; Reading mort., 6s, 1848-'80, 87½; Westchester 7s, 97; Sunbury and Erie 7s, 93; West Branch bonds, 82½; Delaware Division bonds, 78½; 13th and 15th streets R. R., 19½; Union R. R., 32; Phila. and Trenton R. R., 114; Hazleton Coal, 25½; N. Y. and Middle Coal Fields, 73½; Locust Mt., 46; Big Mt., 5; Mahanoy Coal, 3½; Shamokin, 7¾; Fulton Coal, 6½; Swatara Falls, 2½; New Creek ¾; Aetna Mining, 4½; Mechanics Bank, 20¼; Manuf. and Mech. Bank, 30¾; Curtin Oil, ½; Dalzell, 1¼; Maple Shade, 3; McClintock, ¾; Ocean, 8½. The latest quotations are: City 6s, 88@88¾; do., new 92¾@92¾; State 5s, 87½@88; do., coupon, 87@88; do., 6s, W. L., 100@101; Phila., Wil. and Balt., 58½; Reading, 51½@51¾; do., 6s, 1870, 93@96; do., bonds, 87@90; do., con., 101@107; Camden and Amboy, 117¾@118¼; Penn. R. R., 56½@56¾; do., 1st mort., 100@100¼; do., 2d mort., 94¾@95; Little Schuylkill R. R., 29@30; Morris Canal, 68@70; do., pref., 115@116; do., bonds, 88@92; Wyoming Valley Canal, 57@59; do., 6s, 75@82; Susquehanna Canal, 15¼@15½; do., 6s, 60@61½; Sch. Nav., 23¾@24; do., pref., 33½@33¾; do., 6s, 1882, 75½@77; Union Canal bonds, 24@25½; Delaware Div. Canal, 49@50; do., bonds, 79@80; Elmira and Williamsport, 30@30½; do., pref., 41@43; do., 7s,

1873, 95@95; Lehigh Coal and Navigation, 54@55; do., bonds, 1884, 87@88; North Pennsylvania, 39½@40; do., 6s, 86¼@88; Philadelphia and Erie, 32½@32¾; do., 6s, 90¼@90½; Minehill, 55@55½; Catawissa, 35@40; do., pref., 29½@29¾; Lehigh Valley, 61@61¼; do., bonds, 91@93; Fifth and Sixth streets, (horse,) 40@50; Second and Third, 70¼@72; West Philadelphia, 68@71; Spruce and Pine, 34@35¼; Green and Coates, 30@33; Chestnut and Walnut, 50@51; Thirteenth and Fifteenth, 18¾@19¼; Girard College, 25¼@32; Tenth and Eleventh, 51½@52; Norristown, 55@55½; Union, 33@36; Hestonville, 41@42.

Boston.—Vermont Central 1st mort., 94; do., 2d mort., 25½; Eastern R. R. 6s, 1874, 95; Rutland and Burlington 1st mort., 84; do., 2d mort., 36½; Ogdensburg 2d mort., 36½; Western R. R. 6s, 1875, 95; Cheshire R. R. 6s, 90¼; Ogdensburg and Lake Champlain, 38½; Conn. and Pass. Riv. pref., 70; Granite R. R., 57; Sandusky, Dayton and Cin., 5¾; do., pref., 28; New York and Boston Air Line 6s, 35; Maine 6s, 95; Massachusetts 6s, 1872, @1876, gold, 107; do., 1894, 94¼; New Hampshire 6s, 1873, 93½; Chicago 6s, 1873, 88; do., 7s, 1890, 93½; Hartford 6s, 1875, 94½; St. Louis 6s, 1877@1880, 84¾; Albany 6s, 1883, 95; Boston 6s, 1875, 99¾; do., 5s, 1883, gold, 94¼; do., 1868, 113¾; Charleston 6s, 1876, 95¼; Boston Water Power Co., 33; Cary Imp., 13; Union S. S. Co., 95; Waverly Land, 37½; Belmont Coal, 4¼; Mammoth Vein Coal, 2½; Short Mt. Coal, 19½; Franklin Coal, 9; Cambridge Gas, 98½; South Boston Gas, 102½; Merchants Bank, 110¾; Bank of Commerce, 111; State Bank, 105¾; Maverick Bank, 100; Hide and Leather Bank, 130; Old Boston Bank, 105; Webster Bank, 105; Bank of North America, 100; Shawmut Bank, 106; Eliot Bank, 114½; Suffolk Bank, 112½; Fanuel Hall Bank, 125; Bank of Redemption, 103¾; Traders Bank, 93¾; New England Bank, 117½; Columbian Bank, 111; Continental Bank, 107½; 3d National Bank, 101¼; Atlas Bank, 109½; Blackstone Bank, 120; 2d National Bank, 138; Union Bank, 116½; Bank of Republic, 120¼; Atlantic Bank, 113½; North Bank, 103½; Eagle Bank, 109½; Albany and Boston Mining Co., 14; Bay State, 11; Boston, 1; Calumet, 9; Dana, 1¼; Humboldt, 6¾; Hancock, 21; Hanover, 1½; Madison, 2; Petherick, 4¼; Phoenix, 14; Pontiac, 1¼; Superior, 3¼; St. Clair, 3½; South Side, 2½; Star, 1¾; Tremont, 1½; Winthrop, 1.

Baltimore.—Virginia 6s, registered, 42; Marietta and Cincinnati bonds, 80; N. W. Va. 1st mort., 97¾; Bare Hill Mining Co., 1; Mineral Hill, 0.70; Gardner Hill, 0.90; Guilford, 0.40; Santa Clara, 6; Am. Gas Coal, 0.85; Atlantic Coal, 1.00; Balt. and Cuba S. & M. Co., 105; Baltimore Chrome, 0.70; Penn. Oil, 0.50; National Bankers Express, 101; Marine Bank, 32; Exchange Bank, 100; Union Bank, 75. The latest quotations are: Balt. and Ohio, 108@110; do., 6s, 1867, 97@98½; do., 1875, 94@95; do., 1880, 94½@95; do., 1885, 94@94½; Northern Central, 43¾@45½; do., bonds, 1885, 84@84; N. W. Va. 1st mort., 1873, 96@97; do., 2d mort., 93@97; do., 3d mort., 90@95; Marietta and Cincinnati 7s, 1891, 79½@80; Central Ohio, 22@30; do., 1st mort., 78@83; Western Md. bonds, 76@79; do., guar., 92½@97½; Maryland 6s, coupon, 1870, 100@101½;

do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 96@97; do., 1873, 96@99; do., 1875, 96¼@96½; do., 1886, 98@99; do., 1890, 98½@99; do., coupon, 96½@99; do., Park, 99@100; do., 1892, 92½@96½; do., 5s, 1888-70, 82@83; City Passenger R. R., 18¾@19; Canton Co., 50½@52½; Gardner, 0.80@0.90; Am. Gas Coal, 0.80@0.90; Maryland, 0.25@0.30; North State, 0.15@0.15; Springfield, 0.15@0.20; George's Creek, 108@112; Santa Clara, 6@8½; Balt. Chrome, 0.55@0.60; Bare Hill, 0.90@1.00; Atlantic Coal, 0.95@1.00; Mineral Hill, 0.65@1.00; Baltimore Coal, 140@200.

Tennessee State Bonds.

The Comptroller of the State of Tennessee gives notice that new bonds, bearing 6 per cent. interest, will be issued (under an act passed the 23d of November, 1865), "to an amount sufficient to pay off all the bonds and interest past due, as well as that to fall due January 1, 1866, or on any bonds that may fall due during the year 1867." The new bonds are to be dated January 1, 1866, and to be paid January 1, 1892, and will be exchanged for the unpaid interest coupons on old bonds, including those of January 1, 1866, estimating each (bonds and coupons) at their par value. The interest coupons on the new bonds falling due July 1, 1866, and all the subsequent coupons thereon, will be paid in New York, in money. The interest coupons on all the old bonds will be paid (July 1, 1866, and thereafter), as heretofore, at the places mentioned on the coupons. The conversion of the past due coupons into new bonds must be made at the Comptroller's office, in Nashville, Tennessee. The past due coupons may be sent directly to the Comptroller, Hon. S. W. Hatcheft, or to any agent the holders of them may appoint at that place, to make the exchange. No new bond will be issued for less than \$1,000. The holders of coupons will have to sell or buy to make an even amount.

Philadelphia and Erie Railroad.

The principal officers of this company are soon to be moved from Williamsport to Erie. The affairs of this road are fast approaching a condition of completeness, which enables it to take position as one of the best railways in the country. The great amount of money which has been expended in improvements along the line of the road and at its terminus in Erie, has given it facilities for supplying itself with motive power and rolling stock which are not equalled by any road of the same age in the country; and the management of its business is now so systematized that the patrons of the road find it prepared for all emergencies and equal to all demands. Another year of this progress will place it beyond the power of all contingencies and in a condition inferior to no road in the country.

The Baltimore and Ohio Railroad Company has commenced the construction at Grafton, West Va., of an immense engine house. The new building is designed to hold at least sixteen engines, and will besides be provided with the necessary accommodations for workmen, machinery, &c.

The President has approved the bill appropriating \$800,000 to reimburse the State of Pennsylvania for money expended for the payment of militia in the service of the United States.

St. Clair Flats.

The Detroit Board of Trade is soliciting the aid of Chicago and other cities and States around the Lakes to obtain a grant of \$200,000, and an appropriation of \$10,000 a year to cut and maintain a deep channel through the St. Clair Flats, and to erect and support additional lighthouses so that the passage may be made by night as well as by day. Before 1857 there was between seven and eight feet of water on the bar; in that year Congress voted \$50,000, which was employed in making a channel nearly a hundred feet wide, with thirteen feet of water; and in consequence of this improvement a much larger class of vessels was constructed for the trade between Chicago and Buffalo; the carrying capacity being doubled. Since that time through neglect the new channel has been filling up, and is now but fifty feet wide with a depth not exceeding 10½ feet. The effect is that trade is greatly impeded by tugs and vessels getting aground, lighter cargoes have to be carried, and heavy expenses are incurred, to the great damage of the commerce of Chicago and Lakes Michigan and Superior. It is said that 22,274 vessels pass through the channel during the season of navigation, carrying cargoes worth \$440,000,000.

Opening of the New Railroad at Wilkes-Barre.

The "back track" of the Lehigh Coal and Navigation Company's new railroad was formally opened on the 31st ult. by an excursion over the route. The excursionists met at the head of plane No. 1, on the top of the mountain, at which point the company had in readiness an engine and cars for their conveyance over the new road. The elevation above the level of the canal at this point is about 1,200 feet, whence the road, coursing northward along the summit of the mountain for a space, commences its gradual descent down its rugged sides at an easy grade until, winding around a prominence some distance above the town, it pursues a southward course until it reaches the valley.

The road is constructed upon a bed of solid rock almost the entire distance from the summit to the foot of the mountain, and the work of its construction was unusually heavy. The track was pronounced by competent railroad men to be unusually smooth for a new road. The train will commence running regularly over the new line in a few days.

The Alexandria Journal says that a large force are at work laying down the ties and iron on the Alexandria, Loudoun and Hampshire Railroad, from Herndon's to Guilford Station, which were destroyed by the rebels. This will bring the road within nine miles of Leesburg, from which point stages will connect.

Engineers are now making a survey of the branch road through Hamburg that is to connect the Reading Railroad at Port Clinton with the East Pennsylvania Railroad at Topton. As soon as the exact route is determined upon, the work of building the road will be commenced.

The thousand shares required to organize the Dorchester and Delaware Railroad Company have been subscribed, and a meeting will be held in Cambridge, Md., on the 9th of May to elect a president, treasurer, and directors.

Railroad Earnings--Monthly.

The following is a statement of the business done by the Illinois Central Railroad for the month of March, 1866:

LAND DEPARTMENT.			
Acres Construction Lands			
Sold	7,126.69 for	\$76,902 82	
Acres Int. Fund Lands			
sold	120.00 for	1,626 80	
Acres Free Lands sold..	680.00 for	8,079 80	
Total sales during month of Mar., 1866.....	7,926.69 for	\$86,609 42	
To which add Town Lot Sales		1,595 00	
Total of all		\$88,204 42	
Cash collected in March		\$132,624 77	

TRAFFIC DEPARTMENT.

Receipts from Passengers	\$206,127 42
do. Freight	290,336 00
do. Mails	6,358 33
do. Rent of Road	4,000 00
do. Other Sources	10,000 00

Total Receipts in month of Mar., 1866. \$516,821 75
Total Receipts in month of Mar., 1865. 591,917 43
Net increase in first quarter..... \$60,000 00

The earnings of the Pittsburgh, Fort Wayne and Chicago Railway for the month of Mar., compared with the same period last year, have been as follows:

	1865.	1866.
From freight	\$494,305 36	\$406,400 81
" passengers	331,253 65	224,019 40
" express matter..	15,740 93	8,000 00
" mails	7,825 00	7,825 00
" rent of railway..	7,083 34	7,083 34
" miscellaneous..	1,375 14	1,061 49
Total	\$857,583 42	\$654,390 04

Earnings Jan. 1st, to
Mar. 28.....\$1,226,231 92 \$1,684,616 82

The earnings of the Cleveland and Pittsburg Railroad for the month of March, 1866, were:

From freight	\$101,752 18
" passengers	60,533 84
" miscellaneous	4,500 00
" military	221 02
Total	\$167,007 04

March, 1865:
Freight, passengers, etc.. \$209,930 11
Military 12,481 15 || | 222,411 26 |

Decrease

Decrease in regular traffic

The Earnings of the Louisville and Frankfort and Lexington and Frankfort Railroads for February, 1866, were \$34,869 09; and the expenses, \$24,512 42—leaving a balance of \$10,356 67.

The earnings of the Ohio and Mississippi Railroad line, from Cincinnati to St. Louis, for March were:

	1866.	1865.
Eastern Division.....	\$191,826 89	\$184,581 49
Western Division	134,409 32	129,332 63

Total

Increase

Comparative earnings from January 1, to March 31, inclusive:

	1866.	1865.
Eastern Division.....	\$493,853 62	\$477,618 43
Western Division	346,093 54	334,657 88

Total

Increase

The earnings of the Erie Railway for the month of March, 1866, including Buffalo Division, were

Corresponding month last year

Decrease	\$260,690 41
For three months ending March 31:	
1865.	1866.
January	\$1,070,890 \$1,187,188
February	1,011,735 983,855
March	1,331,124 1,070,434
Total	\$3,413,739 \$3,241,477
Decrease	\$172,262

The earnings of the European and North American Railway for the month ending March 31, 1866, were

Corresponding month of previous year

Increase

The earnings of the Hudson River Railroad for the month of March, 1866, were

Corresponding month of previous year

Increase

The earnings of the Detroit and Milwaukee Railroad for the month ending March 29, 1866, were

Corresponding month of previous year

Increase

Railroad Earnings--Weekly.

The earnings of the Western Union Railroad, for the week ending April 7, 1866.....

Corresponding week previous year

Decrease

Receipts from Jan. 1, to April 7:

1866

1865

Increase

The earnings of the Chicago and Northwestern Railway for the second week in April, 1866, were

Corresponding week of previous year

Increase

The earnings of the Chicago and Rock Island Railroad for the 2nd week in April, 1866, were

Corresponding week of previous year

Increase

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Apr., 1866, were

Corresponding week of 1865

Increase

The earnings of the Chicago and Great Eastern Railway for 1st week in April were.....

Same period last year

Increase in 1866.

The earnings of the Michigan Central Railroad for the 1st week in April, 1866, were.....

Corresponding week of previous year

Decrease

The earnings of the Marietta and Cincinnati Railroad the first week in April, 1866.

Corresponding week previous year

Increase

Commencing 1st Jan. 1866

Commencing 1st Jan. 1865

Decrease

The traffic of the Great Western Railway of Canada, for the week ending April 13th, 1866, were

Corresponding week of 1865

Increase

The earnings of the Grand Trunk Railway of Canada for the week ending April 7th, 1866, were

Corresponding week of previous year

Union Pacific Railroad in Colorado.

We observe that a deep interest is beginning to be displayed as to the best route through Colorado, and a correspondence has made its appearance which explains the views entertained on the subject. In a letter from Mr. Evans, Senator elect from that state, to Gen. Dix, President of the Union Pacific Railroad, dated Washington Feb. 6, he says:

I desire to call the attention of your company to the importance of a more thorough, careful and extended survey of the route for the Union Pacific Railroad that would pass through the Middle Park, and the wonderfully advantageous succession of valleys, thence westward through the Rocky Mountains to Great Salt Lake.

If my information regarding this route is reliable; and I believe it is; it has the advantage of passing much of the way through low valleys along the Bear, White, and Uintah rivers, which extends for hundreds of miles in the right direction. It passes through a country abounding in timber, coal, and an abundance of pure water. It would pass through the rich mining country in Colorado, and also a region of thousand of square miles, near the western line of Colorado, that is well adapted to grazing and agriculture. In other words, it is a route along which are the most abundant supplies of the necessities for the construction and maintenance of a railroad.

From Denver to Salt Lake it is said that this route will be over one hundred and fifty miles shorter than that by way of Laramie Plains, and from the mouth of Cache la Poudre it is estimated that it would save one hundred miles in distance.

It is worthy of remark that the advantages of this route are such as to induce the Overland Stage Company to move its line to a new road, it is constructing for the purpose along it, which it is proposed to consummate at an early day. I understand that the chief objection to the adoption of this route for the Union Pacific Railroad is the difficulty of crossing the main range of the Rocky Mountains in entering the Middle Park. This difficulty, I have reason to believe, may be found much less imposing than the partial explorations that have been made would indicate. I am credibly informed that at several points between the head of the Arkansas river and of the Boulder Creek, are to be found places where the approaching valleys, on either side of the range, make it feasible to pass by a tunnel of but moderate length at a great distance below the summit of the range. This arrangement would avoid the snow that will inevitably obstruct the road on any route that crosses the range, on the surface. In this view of the case it is plain that a tunnel of moderate length is a desirable mode of passing the range instead of being objectionable, and when the great saving of distance through a mountain country, the advantages in the character of the country, and in the route already referred to, are taken into consideration, it would seem to be clear that the interests of the company, as the interests of the Government doubtless do, would call for a more thorough and careful survey of this route by engineers who will bring the skill, energy and earnest desire to success, to bear in finding a practicable passage.

To this Gen. Dix replied under date Feb. 1, as follows:

Your communication of the 5th inst. has been submitted to the directors of this company, and I am instructed to say to you that the project of carrying their road through the Central Park of Colorado, has engaged their attention for the last two years. While aiming to follow, in obedience to the act of Congress, "the most direct, central and practicable route," they have not been unaware of the importance of reaching, if possible, the district you refer to as abounding in mineral treasure and all those supplies which are necessary to "the construction and maintenance of a railroad," and of making it tributary to the great work they are engaged in.

I infer from your letter that you are advised of the surveys which have been made through Berthoud's Pass. During the last summer, examinations were made by Mr. Reed from the Southern extremity of Salt Lake eastwardly. We have not yet received his report, but we understand that the route was not feasible.

I have been in communication with Mr. Laman, who represents some railroad interests in Colorado; and Col. Seymour, our consulting engineer, has compared our surveys of Berthoud's pass with those made by engineers in the service of parties there. Between these surveyors there is no essential difference. No point of crossing the mountains in the direct course between Denver and the Salt Lake Valley has yet been discovered by our engineers, or suggested by others, more favorable than the Berthoud pass. At this point a tunnel would be required through granite three and a quarter miles long, the grade line of which is 1,882 feet higher than the grade line at the summit of the mountain on the Crow creek route, and 2,235 feet higher than the grade line at the summit of the mountain on the Cache la Poudre line, neither of which last named routes require any tunnel. Besides the immense cost, the length of time required to excavate this tunnel would seem to forbid its adoption. In this connection it should also be stated that the great height of the mountain above the grade of the tunnel, which the profile in this office, made by Mr. Case, shows to be 1,280 feet, renders any temporary crossings of the creek scarcely feasible.

If any other pass promising a favorable route directly west from Denver shall be discovered, the Board will gladly cause it to be examined. But of the two years examination by our engineers candor compels me to express the belief that a railroad connecting Denver and the Salt Lake Basin must commence the ascent of the mountain at least as far north as the point where Cache la Poudre leaves the mountain and meets the level plain in the vicinity of Laporte.

Our line has not yet been definitely fixed as far as west as the 100th meridian, and careful surveys are yet to be made between that meridian and Colorado. Our present information in regard to our route through the Rocky Mountain range, seems to indicate the Cache la Poudre line as the most favorable; and should it be adopted, it is not doubted that we shall connect with Denver, and open the great mineral district west of that city to communication with the east. While the main purpose of the company is to reach San Francisco by the best route, it is our most earnest desire, not only for the benefit of the company but for the general advantage, to make the work subservient to the great interest, which have grown up in the intermediate territories.

Should you come to New York, I earnestly request that you will call at this office and examine our maps, which comprehend the whole mountainous district east of Salt Lake, and our profiles of such of the lines as we have now. In the meantime we shall be greatly indebted to you for any information in relation to the subject of your letter.

The South Carolina Railroad, which was badly broken up by Gen. Sherman's forces, has been entirely re-built, and the company are now running trains both to Columbia and Augusta. The connection to the last named place was made on Thursday, the 5th inst.

Internal Revenue Decision.

Railroad companies will be interested in the following notice from the Deputy Commissioner of Internal Revenue:

"Section one hundred and twenty-two imposes a tax of five per cent. on all dividends and profits of such companies carried to the account of any fund or used for construction. As it was found to be impracticable for railroad companies to state their net gains as often as a dividend was declared, this office has not insisted upon its being done, but requires such statement to be made once a year, this being as often as the accounts of the company are settled. One return during the year on form No. 65 should show the net gains and profits over dividends declared for the entire year, and the tax should be paid on such profits. It will be observed that the amount of profits used for construction is subject to the tax of five per cent., the same as it were added to surplus or contingent funds."

Extension of the Concord and Claremont (N. H.) Railroad.

Very active efforts are now being made, with every prospect of success, to extend and complete the Concord Railroad from its present terminus at Bradford, to Claremont, on the Connecticut river. A correspondent of the *Boston Journal*, writing from Concord, says:

The advantages of this extension to the towns on and adjacent to the proposed route are sufficiently obvious. Claremont, with its numerous manufactories and extensive trade, is now three miles from a railroad. When this road shall be built it will have a direct connection with central New Hampshire, and be several miles nearer Boston than by way of the Sullivan, Cheshire and Fitchburg roads. Newport, with its large woolen and other manufactories, and its trade constantly increasing, would be put in railroad connection with the principal market and business centre of New England. Other towns along the route will be equally benefitted by finding an outlet for their agricultural and other productions. The value of real estate on the line of the road would be greatly enhanced, and other property would be proportionately increased in value. There is inexhaustible water power on Sugar river, which could be made available for an indefinite increase of manufactures.

But the great advantages of the road, in a business point of view, will be in making it a connecting link, in a through line, from Boston to all points West. The business men of Boston and vicinity know how seriously their interests have been affected the past season by delays in transportation from the West amounting to almost a blockade. What Boston needs most to-day is an increase in the channels of communication between itself and the West. And so the completion of the Concord and Claremont road will meet one of its greatest wants. The work on the completion once commenced, the Rutland and Burlington road will extend it to Cavendish, or some neighboring point on their road. Having struck that road a through line will be obtained by way of Rutland to any point West. The road can be built. Claremont has voted \$100,000 in aid of the project. Newport, at its recent annual meeting, by an informal vote of a full meeting, agreed to raise the same sum. Other towns will contribute according to their ability. The roads connecting and the commercial men and capitalists who will be most benefited by it must make up the rest.

It will cost less and can be built and ready for use at an earlier date than any other road proposed as a connection with the West. The grading will be easy, the only considerable cut being at the summit between Connecticut and Merrimack rivers in Newbury, and this by no means difficult. The distance from Bradford to the Connecticut river is about thirty miles, and from the Connecticut river to a point on the Rutland and Burlington road twenty miles at farthest, making a distance of only fifty miles of construction. The

route proposed from White River Junction, by way of Woodstock, Vt., to Rutland, would be greater in distance, more expensive in construction, could not so soon be ready for use, and if used as a link in a "through line" would make the distance from Boston to points West greater than by the route proposed here. The route by way of Hoosac Tunnel cannot be completed for many years to come, if ever. Enough money has been expended upon the tunnel to build several such roads as the Concord and Claremont, and it will take millions more to complete it. As a road which can be cheaply constructed and ready for early and immediate use, no route can compete with the Concord and Claremont, and no other link can so soon as this afford an opening to the increase of trade and communication between Boston and the West.

Western Maryland Railroad.

A meeting of the stockholders of this company will be held at Westminster, Carroll Co., Md., on the 15th of May, to take action upon one or more of the acts passed at the late session of the General Assembly of Maryland; also, the adoption of a code of by-laws; also, the ordinance recently passed by the Mayor and City Council of Baltimore, providing for a subscription to the stock of the company; also, any orders of the County Commissioners of Washington County in relation to the construction of the road of the company and subscription to its stock; also, the election of two additional Directors, citizens of Washington County.

The British revenue returns for the year ending 31st March have just been published. They show the following aggregates:

	1864-'5.	1865-'6.
Customs.....	\$22,572,000	\$21,276,000
Excise.....	19,558,000	19,788,000
Stamps.....	9,530,000	9,560,000
Taxes.....	3,292,000	3,350,000
Property tax.....	7,958,000	6,890,000
Post-office.....	4,100,000	4,250,000
Crown lands.....	810,000	320,000
Miscellaneous.....	2,999,436	2,878,292
Grand total....	\$70,813,436	\$67,812,292

It appears from a communication prepared at the War Department in reply to a resolution of the House that the Illinois Central Railroad Company, received from the United States for transportation of troops and supplies, from March, 1862, to April 1865, \$2,592,156, and from other roads \$332,113. The company paid to these other roads \$876,432. The net revenue received by the Illinois Central Railroad Company within the above named period was \$2,047,838.

The following is stated to be the total amount of vacant public lands in the Southern States; Alabama, 6,732,058 08 acres; Mississippi, 4,760,736 03; Louisiana, 6,228,102 45; Arkansas, 9,298,012 70; Florida, 19,379,635 61.

Mr. Wheelwright, of Newburyport, Mass., is still at work upon his great enterprise, the construction of a railway from the River Platte across the Andes to the Pacific, and is confident that it will be completed within the next ten years. Already two hundred and forty miles of the route are in the course of rapid construction from the port of Rosatio to the interior city of Cordova.

A joint resolution has passed both Houses of the Wisconsin Legislature, instructing representatives to favor the construction of the Northern Pacific Railroad.

Journal of Railroad Law.

The case of *Wm. H. Lovett vs. Salem and South Denver Railroad Company*, recently decided in Massachusetts involves the question whether, if a child of tender years wrongfully gets upon the platform of a car, and is not immediately expelled therefrom, the driver may afterwards expel him while he is driving at such a rate of speed as to make it dangerous for the child to leave. The opinion was written by

CHAPMAN, J.—The defendants' objection that the plaintiff has set forth his cause of action in more than one count is not valid. It was provided by the statute 1851, C. 233, §2, that "one count and no more," should be inserted in the declaration for each cause of action. But in the revision of this act in 1852, this provision was changed. By statute 1852, C. 312, §1, "one count only need be inserted for each cause of action." This language does not restrain the plaintiff from inserting more than one, if he deems it expedient to do so, but leaves it at his option. It was clearly intended to alter the statute of the previous year in this respect.

Under the instructions of the Court the jury must have found that though the plaintiff was wrongfully upon the defendants' car, the driver ordered him to get off from it, intending thereby to make him leave it while in motion; that the plaintiff, by reason of being so ordered, left the car while it was in motion, and was thereby injured; and that in getting off he used ordinary care.

If the plaintiff had been a person of mature age, the mere words of the driver could not have been regarded as equivalent to a forcible ejection of the plaintiff from the car at a time when it was dangerous to leave it. For such a person might have exercised his own judgment as to the peril he might incur in attempting to obey the order. But the plaintiff was a child about ten years of age. His obedience would be naturally expected without regard to the risk he might incur; and in respect to a child so young, the command would be equivalent to compulsion. As he was in fact badly injured, though it is found by the jury that he used due care, it is plain that the car was moving at such a rate that the attempt to get off was dangerous. The case therefore presents the question, whether, if a child of such tender years wrongfully gets upon the platform, and is not immediately expelled, the driver may afterwards expel him while he is driving at such a rate as to make it dangerous for the child to leave; or whether he must not first stop the car, or slacken its speed to such a degree that the child may leave the car in safety, provided he uses due care. It is different from the question what he might do for the purpose of preventing the child from getting on, or forcing him back immediately after he came upon the platform; and that subject need not be discussed here.

It was the right as well as the duty of the driver to protect the property of the defendants which had been intrusted to his care and management. But it is said in *Bird vs. Holbrook*, 4 Bing., 628, that for the protection of property no man has a right to resort to violence greater than the occasion requires. In 1 Hilliard on Torts, 2d ed., 160, the law applicable to this subject is stated as follows: "The fact that a plaintiff is a trespasser

or violator of the law does not of itself discharge another from the observance of due and proper care towards him; or the duty of so exercising his own rights as not to injure the plaintiff unnecessarily. Neither will it necessarily preclude the plaintiff from a recovery against a party guilty of negligence." The case of *Norris vs. Litchfield*, 35 N. H., 271, and *Kerwhacker vs. Cleveland, &c., Railroad*, 3 Ohio, (N. S.), 172, contain a full discussion of the doctrine, and a reference to the authorities. In *Barnes vs. Ward*, 9 C. B., 420, it is said that a trespasser is liable to an action for the injury which he does, but he does not forfeit his right of action for an injury sustained by him. These doctrines must be regarded as unreasonable. If, for example, a person were to go on board of a ship just ready to set sail, it would be very unreasonable to hold that, because he was there without right and as a mere trespasser, the master might compel him to leave the ship by jumping into the sea several miles from the shore. It must be admitted that this is an extreme case, but on the same principle it would be unreasonable to hold that when the driver of the defendants' car found the plaintiff riding upon the platform as a trespasser he might compel him to leave while he was driving at such a rate as to make the act dangerous. The plaintiff was liable to an action for the trespass committed by him, and he was liable to be removed; but it was not necessary or reasonable that the right of removing him should be so exercised as to expose him to personal injury. For the negligence of the defendants' servant in this respect, they are liable. It was in his power, by reasonable efforts to make it safe for the plaintiff to obey him, and he ought to have used such efforts.

It does not appear that the plaintiff participated in this carelessness. If we assume that he was not only guilty of a trespass, but of carelessness in getting upon the car, yet that carelessness was past, and he was riding in safety; so that his injury as a proximate cause. In leaving the car he acted by constraint.

The doctrine that a party cannot recover in a case where he must trace his title to recover through his own illegal act, as stated in *Way vs. Forster*, 1 Allen, 408, and the other cases cited by the defendants' counsel, is not applicable to such a case as this. The cause of action is the wrongful act of the defendants' servant in compelling the plaintiff to leave the car while he was driving at such a rate that, though the plaintiff used due care, the act of leaving caused an injury to him. The plaintiff's trespass is a separate matter.

It is contended that the parents of the plaintiff were guilty of negligence in permitting the plaintiff to be abroad at that time. But the Court cannot know this judicially. The question whether a boy of that age has sufficient capacity to take care of himself should be left to the jury.

Exceptions overruled.

The receipts of the Lynn and Boston Railroad from December 1, 1865, to March 31, 1866 were \$44,501 76. In the corresponding period of the preceding year, they were \$35,141 78. The paid in capital stock of this road, is \$200,000; the total debt, \$104,259 29; length of railway, 10¾ miles; dividends paid in 1865, \$8,421 05, or four per cent. and Government tax.

The Charleston and Savannah Railroad has been declared insolvent. Its total indebtedness is over \$2,200,000, while its assets are only \$1,365,000—and \$500,000 will be required to repair the road.

The city treasurer of St. Paul has submitted his annual report; from which it appears that the receipts the past year were \$98,292 78. The disbursements were \$97,950 33. The estimate of expenditures for the ensuing year is \$118,700. The anticipated assets are \$83,000.

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NOTICE.

Eaton & Hamilton R. R. Co.

The Creditors and Stockholders of the Eaton and Hamilton Railroad Company, who are parties to the agreement of June 1st, 1866, for readjusting the liabilities of, and reorganizing said company, and all creditors and stockholders who may become parties thereto at, or prior to, the meeting hereinafter designated, are notified that the Railroad and other property, franchises, &c., of said company have been sold, under proceedings and judgments for that purpose, in the case of Joseph B. Varum and others, Trustees, &c., against said Railroad Company and others, pending in the Court of Common Pleas, of Butler County, Ohio, and purchased by the undersigned as Trustees for the parties to said agreement, at and for the sum of Five Hundred and Sixty Thousand Dollars, (\$560,000) and that they the said creditors and stockholders, are called and requested to meet at the office of said company in the town of Eaton, Preble County, Ohio, at 12 M., of Monday, the 30th day of April, A. D. 1866, for the purpose of reorganizing said Eaton and Hamilton Railroad Company, &c., in pursuance of said agreement and the law of Ohio authorizing such readjustment and reorganization. Each party to said agreement in person or by proxy duly authorized, will be entitled at such meeting to one vote for each fifty dollars par value of the bonds or stock of the reorganized company to which he may be entitled by said agreement.

Office of the EATON AND HAMILTON R. R. Co.,
Eaton, Ohio, March 24, 1866.

S. M. BLAKE,
E. W. McGUIRE, } Trustees.
J. S. MINOR.

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North Missouri Railroad EXTENSION**FROM MACON CITY TO IOWA**

AND

FROM MOBERLY TO BRUNSWICK.

SEALED PROPOSALS WILL BE RECEIVED until three o'clock on the 20th day of April, 1866, for the grading and masonry on fifty-three miles of road, beginning about eleven and a half miles north of Macon City,—the grading having been completed for eleven miles and a half north of Macon City.

Also, for the grading and masonry of about forty miles of road from Moberly to Brunswick, a portion of which has already been graded.

Bids will be received for one mile and upwards or for the whole work, and the bids will be opened by the Board of Directors in the presence of the bidders at noon on the 21st of April, 1866.

Proposals will also be received for the superstructure of bridges, iron or wood, of spans to vary from twenty to two hundred feet.

Persons are requested to make their bids for payments in cash or in the first mortgage bonds of the Company, bearing seven per cent. per annum interest.

For all further information desired, address

J. B. MOULTON,

Chief Engineer, St. Louis, Missouri,

Or apply at his office, up stairs, North Fourth Street, No. 169.

The Directors reserve the right to reject or accept any bid offered
ISAAC H. STURGEON,
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POLICIES are made incontestable after five years from date, for or on account of errors, omissions and misstatements in the application, except as to age.

ANNUITIES are granted on favorable terms.

HENRY STOKES, President.

C. Y. WEMPLE, Secretary.

J. L. HALSEY, Ass't Sec.

S. N. STEBBINS, Actuary.

SALE

OF THE

Southwest Pacific Railroad,

Heretofore called the Southwest Branch of the Pacific Railroad.

OFFICE OF THE BOARD OF COMMISSIONERS FOR THE
SOUTHWEST PACIFIC RAILROAD,
St. Louis, Mo., March 2, 1866.

THE UNDERSIGNED HEREBY GIVE PUBLIC notice that, in pursuance of an act of the General Assembly of the State of Missouri, entitled "An act to provide for the sale of certain Railroads and property by the Governor, to foreclose the State's lien thereon, and to secure an early completion of the Southwest Branch Pacific, the Platte County, the St. Louis and Iron Mountain, and the Cairo and Fulton Railroads, of Missouri," approved February 19th, 1866, the undersigned have been duly appointed, confirmed, qualified and established a Board of Commissioners, under the terms and provisions of said act, with full authority to take possession of, manage and operate said Southwest Pacific Railroad, (heretofore called the Southwest Branch of the Pacific Railroad,) and to buy in and resell, or to sell and dispose of the same to others, with all and singular, the lands heretofore appropriated to the construction of said railroad and belonging to the Pacific Railroad, for the use and benefit of said Southwest Branch, at the time of its default, as provided by the act of said General Assembly, entitled "An act to accept a grant of land made to the State of Missouri by the Congress of the United States, to aid in the construction of certain railroads in this State, and to apply a portion thereof to the Pacific Railroad," approved December 25th, 1852; also, with all and singular the rolling stock and other personal property, machine shops, depots, real estate, leasehold or other interest therein, and all the rights, privileges and franchises to said Southwest Pacific Railroad (heretofore known as said Southwest Branch of the Pacific Railroad) appertaining or in any wise belonging.

And the undersigned, Commissioners as aforesaid, in further pursuance of the terms said act, approved February 19th, 1866, do hereby invite written and sealed proposals for the purchase of said Southwest Pacific Railroad, (heretofore known as the Southwest Branch of the Pacific Railroad,) and all the other property, appurtenances, privileges and franchises aforesaid; in which proposals must be stated the price bid for the same, and that such proposal is based upon the following terms and conditions, viz:

First, The price or consideration bid, shall be payable as follows: One-fourth on closing the contract, and the balance in five equal annual instalments; the first instalment payable in one year, the second in two, the third in three, the fourth in four, and the fifth in five years thereafter, with six per cent. interest on deferred payments, payable annually; provided that all sums bid, may be paid at any time, in either cash or the bonds or other liabilities of the State, or bonds guaranteed by the State.

Second, The roads and all rolling stock belonging thereto, shall be kept in good serviceable condition, during the progress of the work, to completion of said roads.

Third, The said Southwest Pacific Railroad (formerly known as the Southwest Branch of the Pacific Railroad) shall be finished to a point opposite the town of Lebanon, in Laclede county, within three years; to the town of Springfield in Greene county, within four years, and to the western line of the State, in five years after the date of sale; and that if the bid be accepted, the bidder or bidders shall expend at least five hundred thousand dollars in each and every year between the date of sale and date fixed for the completion aforesaid in the work upon the graduation, masonry or superstructure of said extension. Provided, that the faithful annual expenditures required as aforesaid, shall entitle the Company to an extension of time of payment of principal of purchase money due, that year, until two years after maturity of last instalment; and provided, that an annual statement of expenditures on the road shall be made under oath by the Treasurer and two Directors thereof, and filed with the Secretary of State.

Proposals will be received until the 9th day of May, A. D. 1866.

They must be directed to P. Jos. Osterhaus, President of the Board of Commissioners of the Southwest Pacific Railroad, St. Louis, Mo., and endorsed "Proposals for purchase of Southwest Pacific Railroad."

Awards must be approved by the Governor before they will be binding upon the State.

The undersigned Commissioners, as aforesaid, reserve the right to reject any and all proposals not satisfactory. Copies of the act, approved February 19th, 1866, under which this Board is acting, can be obtained upon application to the Commissioners.

As soon as practicable a catalogue of the rolling stock and personal property to be sold, will be issued, and can also be had upon application to the Commissioners.

P. JOS. OSTERHAUS,
ROBT. J. McELHANY,
A. W. MAUPIN,
Board of Commissioners.

St. Louis, March 2d, 1866.

8111

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HOMER RAMSDALL, President.

GEO. M. CLAPP, Treasurer.

JOS. BELKNAP, Superintendent.

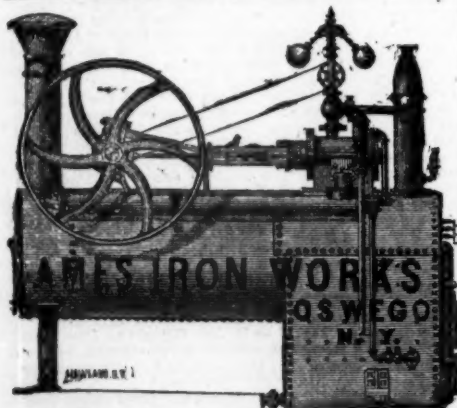
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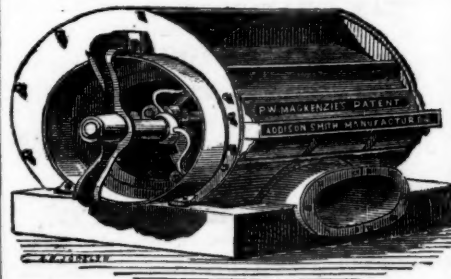
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New York, September 16, 1885.